AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE, ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XX., No. 26.] SATURDAY, JUNE 25, 1864. [WHOLE No. 1,471, VOL. XXXVII.

☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

PRINCIPAL CONTENTS.

The Practice of Economy.....609
Michigan Southern and Northern Indiana Railroad.....610
Delaware and Hudson Canal Company.....612
Journal of Railroad Law.....612
Public Debt of the United States.....613
Stock Exchange and Money Market.....625
The Wool Spring.....627
Railroad Earnings.....613, 617, 628
Funded Debt of Chicago.....628
Chesapeake and Ohio Canal.....628
Pittsburg, Ft. Wayne and Chicago Railway..628
Chicago and Northwestern Railway.....629
Dayton and Michigan Railroad.....629

American Railroad Journal.

New York, Saturday, June 25, 1864.

The Practice of Economy.

Mr. Cobden, one of the most illustrious of the modern school of liberal statesmen, and therefore naturally a friend of the country where liberal institutions are specially its object and care, has written a letter to a friend in Philadelphia in which he expresses himself as follows:

"We are looking anxiously for the news from your side of the next campaign. For myself I have never considered that the result of your terrible civil war was to be decided by fighting alone. It is the organization of the South, through the operation of the war on the African race, that I have always regarded as the real source of the weakness and danger of the Confederates. But for this cause to have full effect requires time.

"During that time I fear you will be incurring an enormous expenditure and accumulating a terrible debt. This is not all; I am afraid, while the Government is necessarily spending vast sums, your citizens are individually giving way to extravagant private habits. This is lighting the candle at both ends. If persevered in it will lead you to terrible financial difficulties. The only way in which you can continue to furnish extraordinary supplies to the Government is by the rigid practice of economy on the part of individuals. *Let every patriot preach this truth to the people.*"

The advice of a friend even if it be sometimes not so palatable, is always worthy of consideration, and we think this a fitting occasion to commend the acceptance of his views as a duty we not only owe ourselves, but to the position we hold as the great exemplar of nations, to show them that a republican people cannot only defend, but reform themselves whenever they are departing from the line of safe conduct.

Mr. Cobden perceives by the light of history and experience, that a large inflation of credit and a large increase of paper money are sure to produce corresponding changes in the habits and transactions of a people, which always tend in one direction, that of extravagance and expenditure, never in that of economy; and so he kindly, and like a true friend warns us of our impending danger. It will be well for us if we will see it, for though the material resources of the country are imperishable; though our soil, our territories, our rivers, our lakes, our increasing population will remain intact while this continent lasts as a part of our globe, yet great individual and political difficulties must arise which for a time may impair if not neutralize our prosperity.

The Nation, in struggling for its existence against a most unjustifiable and wicked assault upon it, has been compelled to make enormous efforts both to raise men and provide money. Both have been required on a scale of expenditure unparalleled in history, and as it was out of the question to meet the contingency with the limited supplies of gold and silver at our command, we have had to substitute the promises of the Government in their place, and in the largest amounts, and to pledge its faith for several generations to come that these promises shall be kept. So far the necessity has been attended with a conviction in the public mind that its demands were not beyond the present and prospective ability of the American people to comply with, although we have a funded debt of twelve hundred millions of dollars, and a floating debt of five hundred millions more to absorb in some other way than by an immediate conversion into long bonds bearing interest. The interest of the one, and the capital of the other are entirely under control by the adoption of a judicious tariff, and the imposition of direct taxes, and no country was ever better able than ours to endure both. A vast amount of paper money has been put into circulation, and all classes in a position to offer labor and products in exchange, have been signally prosperous. Many trades and industries have been suddenly called into new and successful activity, and the evidences of individual prosperity have multiplied around us. But these consequences have been attended by others bringing danger in their train. An evident lavishness of expenditure has attended them, especially among those who have been suddenly surprised by an unusual command of money. Immense fortunes seem actually to have turned the heads of a great many persons, who have launched into display of the most unusual character, and indulged in the most costly of luxuries to which they were unaccustomed. Not that we object to the right of such persons to expend their suddenly gotten wealth in the precise manner they think best, but only to express the hope that their examples may not corrupt others who have not had the same luck, or been in possession of the same advantages. It is to this class of persons, we therefore address a few words of caution and advice.

The taxation we have to endure is a load from which there is no more escape than from death, and that it is heavy, and likely to be heavier for years to come, there can be no doubt. Not only does it meet us by the direct call of the assessor and collector, but indirectly in all the articles of necessity we are compelled to use to sustain life. The duties on imported goods, and the Government charges on the products of our factories, and the sales of merchandize, swell the cost of everything taken by the consumer. How important therefore it is that economy should be the rule rather than the exception. Every prudent and patriotic person will perceive that to discharge the great duty we owe our country with any degree of satisfaction, we must be able to practice self-denial, the foundation of all moral and pecuniary stability.

There is a large class of people who have already adopted this principle, if not voluntarily, then from stern necessity. We allude to those in possession of salaries or fixed incomes on the basis of values as established before the war. These having been unchanged during the change from a gold to a paper standard, have found their means of living reduced one-half. Those even who lived in some degree of elegance find themselves restricted to the simplest outlay, and we

speak within bounds when we say that there are thousands of most respectable and meritorious families who find it difficult to indulge in their customary comforts, or enjoy as they did the pleasures of social intercourse. These are practising economy without requiring any hints to do so.

There is another class, however, to whom some words of caution may be given. We allude especially to the industrial and working classes. We fear that many of those persons from the increase of their earnings are indulging in delusions of a permanent prosperity which will be fatal to their future prospects. The careless expenditure of their money in the numerous forms which temptation now so constantly intrudes upon them, is unwise and unnecessary. A return to old prices will bring disappointment to all those who think their present harvest is to be always ripe. New and artificial tastes suddenly dwarfed back into their simple elements will become a curse to their possessors. Now therefore, is the time for the workingmen and mechanics to practice economy, and to accumulate rather than spend their gains. There is no longer an excuse as to the difficulty or danger of investing small sums, as once there undoubtedly was, and which afforded a plausible excuse to many for their habits of profusion. Every person who has earned a surplus of fifty dollars may place it securely in Government stocks and be sure of having the interest and principal returned in gold, or of being able to sell them at a premium.

No one need fear to lose a dollar of his earnings if he invests in these securities. In a bank, or railway, or coal mine, or an insurance company there is always some risk, and small sums are not of much account in these institutions, nor give any influence. But the smallest holder of Government securities rises to the dignity of a public creditor, and is entitled to the honors of a patriot.

We therefore advise all to whom these remarks are applicable, to pursue at once the system of economy we have thus briefly recommended, and as fast as their accumulations permit, to place them in the National funds, as a resource against disaster or old age, or as a permanent resource for an increasing family.

As a nation we are generous, open-handed, and unfortunately extravagant. Great success has made us reckless in expenditure, and when we were not in debt the result was not so dangerous. But we are now loaded with an enormous debt, subjected to heavy taxation, and depleted by extraordinary charges for the simplest necessities of life. The times are changed, and we should change with them. The very richest find their incomes reduced by the financial changes of the hour. It is only contractors and speculators who are content with exhorbitance and irregularity. All others will discover that the tax on their pockets and that on their patience will be extremely unpleasant.

There is one remedy which every one may apply, and that is economy. We shall thereby not only improve our own private estates, be they of even very moderate dimensions, but perform a good service to our beloved country. No people ever became wealthy or strong that did not save what they earned, and the true secret of competence and happiness is, in that economical forecast, which in the day of great things, provides for the contingency of small ones.

Michigan Southern and Northern Indiana Railroad.

The following is a comparative statement of the earnings and expenses of this road for the fiscal years ending March 1, 1863 and 1864:

Earnings:	1863.	1864.
From freight	$1,804,581 78	$2,016,850 79
" passengers	892,138 31	1,244,129 25
" mails	53,966 00	53,514 58
" express	31,210 21	41,829 36
" rents	18,918 92	17,868 50
" all other sour's	13,016 18	10,101 75
	$2,813,831 40	$3,384,294 23
Expenses, viz:		
Repairs of road	$379,656 09	$482,334 76
" buildings	41,983 14	62,983 89
" engines	121,149 21	160,803 64
" cars	111,132 43	163,136 65
" tools and mach'ry	21,640 13	27,608 29
" and suppl's telegr'ph	4,502 91	5,421 65
Fuel consumed	116,796 99	171,003 62
Oil and waste	24,258 23	43,104 65
Gen'l superintendence	28,749 59	28,400 89
Agents and clerks	77.468 53	86,513 12
Foreign agencies	35,197 78	45,756 94
Telegraph operators	10,913 30	14,417 34
Stationmen	129,426 07	154,273 93
Conductors and trainmen	62,432 09	73,824 71
Enginemen & firemen	89,348 43	104,147 32
Switch and flagmen	5,487 54	14,539 04
Supplies	11,641 31	20,656 22
Station service	13,678 89	13,289 46
Law expenses	8.426 84	3,910 18
Loss and damage	9,388 46	17,229 14
Expenses N. Y. office.	14,628 18	30,740 01
New buildings	11,430 12	.....
All other expenses	22,863 45	29,431 46
	$1,352,555 61	$1,753,516 90
Net earnings	$1,461,275 79	$1,630,777 33
Less—		
Interest on funded debt	$656,393 10	
Two dividends (5 per ct. each) on guar. stock.	259,905 20	
Contributions to sinking fund	115,842 50	
Rent Erie & Kalamazoo Railroad	30,000 00	
Taxes—State, Co., and town	70,996 54	
Taxes—United States	38,010 16	
Interest and exchange	3,323 70	
		1,174,471 20
Surplus		$456,306 03
Add following items, viz:		
Cash on hand March 1, 1863		$33,393 31
Proceeds mort. D. M. & T. R. R		58,246 04
Decrease of available assets		25,274 82
Insurance on grain elevator		10,000 00
Proceeds sale outside lands		5,440 00
" steam excavator		1,600 00
Sundry items		1,940 45
Total amount to be accounted for		$592,200 65
Disposition of same—		
New cars		$97,885 90
New engines		45,003 81
New grain elevator at Toledo		39,286 98
Detroit, Monroe and Toledo Railroad.		5,885 85
Real estate for depot grounds		24,291 02
Reduction of floating liabilities		20,736 02
Old claims settled for		2,125 95
Paid loses by fire		5,667 38
Retirement of D. M. & T. stock		3,340 50
Cash on hand		347,977 24
Total as above		$592,209 65

Compared with the previous year the gross earnings of the past show an increase of $570,-462 83; with an increase in expenses of $400,-961 29—making the increase in net earnings $169,501 54.

Of the increase of gross earnings $212,269 01 was for gain on freight, $351,990 90 on passengers, and $6,202 80 on mails, express, rents, etc.

The proportion of operating expenses to earnings in 1863–'64, was 51.80; in 1862–'63, 48.50.

During the year an old claim secured by a mortgage on property of the Detroit and Milwaukee Railroad Company was collected, yielding $58,-246 04 to the Treasury.

There has been paid into the sinking fund $114,-000 of that class of bonds, and the commissioners now hold $764,000 of the sinking fund bonds, making the full amount due to the fund to this date. The report says:

The progress that has been made during the last four years, when the present management found the company in the greatest embarrassment, and almost hopelessly bankrupt, can be better understood by a perusal of the following statement:

The reported debt of the company, funded and floating, was on March 1st, 1860	$10,617,793 60
Subsequently ascertained to this date as then unreported	597,620 22
Total debt	$11,215,413 82
The funded debt to-day is	$8,287,255 00
Bills payable (of which $15,000 is old and possibly contingent)	22,394 63
	$8,309,649 63
The total stock of the company, as reported March 1st, 1860, was	$9,018,200 00
Since ascertained, 122 shares common stock	12,200 00
Total	$9,030,400 00
The total stock to-day is	10,120,400 00
The amount of Detroit, Monroe and Toledo stock outstanding, as reported March 1st, 1860, was	$130,200 00
The amount of that stock now outstanding is	41,600 00

RECAPITULATION.

Liabilities in 1860:	
Debt	$11,215,413 82
Stock	9,030,400 00
Detroit, Monroe and Toledo stock.	130,200 00
Aggregate	$20,376,013 82
Present liabilities, March 1, 1864:	
Debt	$8,309,649 63
Stock	10,120,400 00
Deiroit, Monroe and Toledo stock.	41,600 00
Aggregate	$18,471,649 63
Diminution of aggregate of liabilit's	$1,904,364 19

Of this reduction the amount of $594,000 was by sinking fund bonds added to the sinking fund during the four years.

Within this period our equipment for freight business offering has been greatly below the demand of the business. Our average of cars per mile of road operated was during the fiscal year previous to that just closed 1.77, while the average number of cars per mile of road on the other roads centering in Chicago was 3.51. In operating our road, such was the close and effective adaptation of means to ends, and the diligent use made of what facilities we had, that while the other roads named averaged $1,006 earnings per car per year, our earnings averaged $1,540 per car. The difficulties encountered during the earlier part of this period in meeting such imperative demands as were occasioned by the large floating debt, including overdue interest, and in

satisfying the obligations to the sinking fund from the current revenue of the company, prevented the requisite appropriations for a proper increase of equipment; as the average of cars per mile and the yearly earnings conclusively show.

A due regard for the interests of the company and for the development of its business, would seem to require that proper facilities should be afforded to supply this need, and to enlarge the depot accommodations, to meet pressing wants and to keep pace with future demands of traffic, which otherwise must seek other channels for transportation. It is to this end that the attention of the board is now directed, as promising the best guarantees for future increase, and for profitable returns to the stockholders.

It is gratifying to state that under all the disadvantages, the board were enabled during the past year to declare the first dividend, of five per cent., ever earned on the guaranteed stock, which was made payable to that class of shareholders on the first of August last, and a subsequent dividend of like amount on the first of February last, with reasonable certainty of being able to maintain the same at semi-annual periods in the future.

During the year the company embraced the opportunity of selling at a premium $1,400,000 of the reserved common stock created and contemplated at the time of consolidation, the proceeds of which were sufficient for the purchase of $310,000 of ten per cent. guaranteed stock, and $1,126,000 of first and second mortgage 7 per cent. bonds—making a total of $1,436,000. It may be stated in this connection that the aggregate of guaranteed and common stock outstanding, by this issue, amounts to 101,204 shares as against 100,702 shares of both these classes of stock in 1858, as appears by the annual report for that year. It must be apparent to all that this capitalization materially improved the condition of the finances, and thus hastens the period when the common stockholders will realize upon their investment.

The results of the year show a surplus which, if not sufficient to justify the payment of a dividend on the common stock, substantially increases its value, and furnishes, together with the increasing revenue of the company, the strongest assurances of the capacity of the road to earn a return on both classes of its stock. The directors therefore see no reason why a resumption of dividends on the common stock may not be expected during the present year, and regularly maintained.

The decayed condition of the branch road laid with strap rail, extending from Constantine to Three Rivers, would not warrant its operation longer than till the first of December last, at which time trains were discontinued. The accommodations heretofore afforded by this branch to a rich and productive country tributary thereto, are now suspended, and unless some provision is made for the rebuilding of the road, the business will in part seek other portions of the road, and in part be diverted to competing channels. In view of this fact, and of the earnest of the public formerly doing business over this branch to resuscitate it, the directors, in the early part of the present year, directed their Chief Engineer to report upon the project, and also upon the extension of said branch twelve miles farther over a road already graded to Schoolcraft in the State of Michigan. This report has been prepared, and will be read to the stockholders at their annual meeting for their action thereon. The system of branch roads which has given to this company a long line to maintain lateral to the trunk road between Lakes Michigan and Erie, is too important in its future bearings to be acted upon hastily by the board, and is a more proper subject for the attention of the stockholders. It is to be hoped that sufficient interest will be felt in the welfare of the road, and such consideration be given to its future prospects, as to insure the personal attendance of stockholders at their next annual meeting, that full expression may be given of their views, and such measures be adopted in this and other matters as are best calculated to promote the prosperity and success of the company.

The following is a comparative statement of the assets and floating liabilities of the company March 1, 1863 and 1864:

Assets:	1863.	1864.
Uncollected earnings	$218,187 88	$89,071 08
Supplies on hand	196,999 20	288,725 80
Freight overcharges due from other companies	14,898 53	31,887 10
Bills receivable, Toledo	2,091 24	2,091 24
Individual accounts	5,889 17	8,458 12
P. Morehous, trustee	5,683 40	.....
U. S. Express Co	1,258 74	.....
	$445,008 16	$419,733 34
Liabilities:		
Bills payable, New York	$81,236 16	$15,000 00
" Toledo	1,000 00	5,266 67
Coupons and bonded interest	22,592 29	14,921 45
Pay rolls and vouchers, February	140,218 31	163,519 46
Due individuals, Toledo	.....	2,127 96
Interest on overdue b'ds not yet presented	.....	5,180 00
Unclaimed dividends on guaranteed stocks	.....	18,295 20
	$245,046 76	$224,310 74
Excess of assets	$199,961 40	$195,422 60

Decrease of assets, $25,274 82; reduction of liabilities, $20,736 02.

The apportionment of freight and passenger earnings of Main Line and Branches for the year 1863–'64, was as follows:

	Passenger.	Freight.
Main Line	$849,775 73	$1,599,131 83
Air Line	87,060 04	195,134 81
Det., Mon. & Toledo	125,741 84	105,849 43
Jackson Branch	33,720 29	30,363 05
Monroe and Adrian	28,955 13	47,430 05
Three Rivers Branch	1,975 23	3,618 31
Storage	.....	35,323 31
Military transp	116,900 99	.....
	$1,244,129 25	$2,016,850 79
Previous year	892,138 31	1,804,581 78
Increase	$351,990 94	$212,269 01

The total number of passengers carried was 576,897; of which 96,414 were through, and 480,483 way. Of the through passengers, 69,792 were 1st class, 15,784 2d class, and 10,837 emigrant—yielding $513,792 47. Of the way passengers, 478,441 were 1st class, 758 2d class, and 1,283 emigrant—yielding $613,435 79. The number of miles traveled by through passengers was 23,690,068; by way passengers, 18,040,202—total 41,730,270. The average mileage of each through passenger was 245¾; do., way, 37½. The average amount received from each through passenger was $5.32; do., way, $1.27. Average rate per mile on through travel 2.17 cents; do., way, 3.43 cents.

The number of tons of through freight moved eastward was 183,475; do., westward, 60,430—total through, 243,905, yielding $1,093,659 48. Way freight moved eastward, 206,361; do., westward, 108,713—total way, 315,074, yielding $887,868. Total tons through and way freight eastward 389,836, or 69.74 per cent., yielding $1,385,398 73, or 69.92 per cent.; do., westward, 169,148, or 30.26 per cent., yielding $596,128 75, or 30.08 per cent.—the total tonnage being 558,979, against 543,626 the previous year; and the revenue therefrom, as above, exclusive of storage $1,981,527 48, against $1,766,134 64: a gain of 15,353 tons, and $215,392 84, or 12.02 per cent.

The number of engines owned by the company is 86; of which 63 are in good order, 14 require ordinary repairs, 7 thorough repairs, and 2 not in use. Number of miles run by passenger trains, 1,245,465; by freight trains, 736,985; by wood and gravel trains, 189,027—total 2,171,477, an increase over the previous year of 110,840 miles. Cost of repairs per mile run 7.4 cents, which includes almost the entire renewal of five engines, rebuilt during the year. The condition of the motive power of the road has been well preserved and is as efficient as at the beginning of the year.

The rolling stock consists of 3 12-wheel and 56 8-wheel passenger cars; 8 second class, 6 emigrant, and 22 mail, express and baggage cars; 14 drovers', 1 paymaster's, 2 wrecking, 16 gravel, 169 stock, and 948 freight cars.

The number of miles operated to December 1, 1863, was 529; since that time (by discontinuance of Three Rivers Branch,) 521.

CONDENSED BALANCE SHEET.

Railroad		$13,619,184 89
Equipment		1,644,258 90
Detroit, Monroe and Toledo R. R.		1,291,068 13
D., M. & T. stock at par		372,500 00
Outside property, acquired by foreclosure of mortgages		15,621 24
Supplies on hand		288,725 80
Store at Detroit, valued at		8,000 00
Available assets, viz:		
Cash	$347,977 24	
Uncollected earnings	89,071 08	
Due from other companies	31,387 10	
Bills receivable	2,091 24	
Individual accounts	8,458 12	
	$478,984 78	
Less floating liabilities	224,310 74	
		254,674 04
Nominal assets		73,655 60
Profit and loss		839,966 40
		$18,407,655 00
Capital stock—common		$7,536,800 00
guaranteed		2,583,600 00
		$10,120,400 00
Funded debt, $8,287,255, viz:		
Sinking Fund, First General Mortgage bonds	$5,276,000	
Less held by sinking fund	764,000	
		4,512,000 00
Second General Mortgage bonds		2,194,500 00
Goshen Line bonds		693,000 00
Jackson Branch bonds		77,000 00
Detroit, Monroe and Toledo bonds		734,000 00
Overdue bonds not yet presented—		
Michigan Southern 1st	$2,000	
Northern Indiana 1st	21,000	
" Plain	10,000	
Erie and Kalamazoo	41,000	
		74,000 00
Scrip outstanding		2,755 00
		$18,407,655 00

Directors.—E. M. Gilbert, Henry Keep, Le Grand Lockwood, Albert Havemeyer, Milton Courtright, Hamilton White, Nelson Beardsley, William Keep, William Williams, Stillman Witt, John S. Barry, Philo Morehous, M. L. Sykes, Jr.

Vice President.—M. L. SYKES, JR.

Treasurer.—HENRY KEEP.

Secretary.—D. P. BARHYDT.

General Sup't.—H. H. PORTER.

☞ The first passenger train from Wilkesbarre by the route *via* Penn Haven and White Haven arrived at Easton on Tuesday last. Two trains will be run daily hereafter.

Delaware and Hudson Canal Company.

The Delaware and Hudson Canal Company has published its annual report, showing for the year ending March 1, 1864, a net profit of $2,557,333 86, or about 34 per cent. on the capital stock.

STATEMENT.

To coal in hand March 1, 1863	$514,032 99
To mining coal.....	958,670 74
To railroad transportation and rep'rs	412,984 25
To canal repairs and superintendence	369,819 62
To freight of coal on canal.....	869,108 41
To labor and expense at Rondout..	80,824 48
To rent, salaries, current expenses, &c., New York office.....	42,600 07
To coal-yard and harbor expenses, Taxes, Interest, &c.....	312,877 80
To depreciation account, losses, &c.	16,501 90
Balance	2,557,333 86
Total.....	$6,134,754 12
By sales of coal to March 1, 1864..	$4,707,273 15
By canal and railroad tolls collected	954,822 67
By miscellaneous profits.....	28,393 55
By coal on hand at Honesdale, Rondout and New York, and on line of canal.....	444,264 75
Total	$6,134,754 12
Balance.....	$2,557,333 86

Common Carrier.--Limitation of Responsibility.--Special Contract.

The case of Judson *vs.* The Western Railroad Corporation, was an action on contract, in which the plaintiff sought to charge the defendants as common carriers, for the loss of a quantity of dressed deer skins, which were in the defendant's freight depot at East Albany on the evening of the 5th of July 1861, when it, with all its contents, was destroyed by an accidental fire. At the second trial there was evidence tending to show, and it was found by the jury, that on the afternoon of the 5th of July 1861, two boxes marked G. C. Judson, Springfield, Mass., by railroad," were delivered by the New York Central Railroad Company to the defendants at East Albany, for immediate transpartation, with the necessary vouchers and expense bills; and it further appeared that the defendants have for the past ten years issued freight tariffs, which were in force in July 1861, containing, among other provisions, the following: No risk assumed beyond $200 on any one package, except by special agreement. All goods and merchandise will be at the risk of the owners while in the corporation storehouses, and no responsibility will be admitted for any loss or injury except such as may arise by fire from the locomotive engines, or by negligence of the agents of the corporation." These tariffs were posted in all the freight houses of the corporation, and liberally distributed to the public, and, before the 5th of July 1861, a large number of these freight tariffs were delivered by the defendants to the freight agents of the New York Central Railroad Company at Albany. A notice similar to that contained in the freight tariffs was, and for many years had been, inserted in the printed receipts given for goods delivered at the several stations of the defendants for transportation, but the defendants did not propose to bring these notices home to the plaintiff in any other way than as above stated; and the plaintiff himself testified that he had never seen them, and was ignorant of their existence.

The New York Central Railroad Company received the boxes from the plaintiff's agent at Fonda, New York, and gave for them a shipping receipt which contained the following stipulation, amongst others, "Goods or property consigned to any one place off the company's line of road, or to any point or place beyond its termini, will be sent forward with as reasonable dispatch as the general business of the corporation at its warehouse within mentioned will admit, by a carrier or freight man, when there are such known to the station agent at said warehouse willing to receive the same, unconditionally for transportation, the company acting, for the purpose of delivery to such carrier or freight man, as the agents of the consignor or consignee, and not as carriers.

The defendants requested the court to instruct the jury that the limitations and conditions contained in their tariff and freight receipts, brought home to the knowledge of the agents of the New York Central Railroad Company as above stated, would exempt them from all liability for the loss of the goods, or in any event, would exempt them from liability beyond $200 on each parcel. The judge declined so to rule. The jury returned a verdict for the plaintiff, with damages, and the case was reported for the consideration of the court.

Bigelow, C. J.—It would not be profitable to enter upon a citation and discussion of the numerous and conflicting cases bearing on the question of the rights of a common carrier, by a general notice, to absolve himself entirely from his common law liability for property intrusted to his care, or to modify and limit his responsibility by a mere constructive notice to those who may have occasion to place goods, wares and merchandise in his keeping for the purpose of transportation. A careful examination of the authorities would not lead to any very satisfactory result, or throw much light on the real principles on which the respective rights and duties of carriers and the public mainly depend. A very full and clear statement of the results arrived at in the leading cases on the subject can be found in the elementary writers, especially in Redfield on Railways, 264; Angell on Carriers, § § 232,—245; Parsons on Con. 707.

There is, however, one conclusion which is fully supported by the weight of authority in the American courts, concerning which no serious doubt can be entertained; that is, that a public carrier may enter into a special contract with his employer by which he may stipulate for a partial or entire exoneration from his liability at common law as an insurer of property committed to his custody, and that such contract is not contrary to public policy, or invalid as transcending the just limits of the right of parties to regulate their dealings by special stipulation. As a necessary corollory of this conclusion, it is also held in the best considered cases and by the most approved text writers, that a notice by a carrier that he will not assume the ordinary responsibility imposed on him by law, if brought home to the owner of goods delivered for transportation, and asserted to clearly and unequivocally by him, will be binding and obligatory upon him, because it is tantamount to an express contract that the goods shall be carried on the terms specified in such notice. To this extent, the doctrine that a carrier may limit or modify his liability seems to be most just and reasonable. Inasmuch as the rule of law which holds a carrier to the responsibility of an insurer, except in certain special cases, is founded in a policy which is designed solely for the security and benefit of the owner of goods, there can be no sufficient reason for regarding the rule as absolutely inflexible or irrepealable, when the party, in whose favor it will operate, directly or by necessary implication consents to waive it, or agrees to an essential modification of his own rights under it.

But it is a very different proposition to assert that a common carrier may escape his legal liability or materially change it by a general notice to all persons that he will not be responsible for the loss or injury of property intrusted to his custody, or only liable therefor under such conditions and limitations as he may think proper to impose. A common carrier is in a certain sense a public servant, exercising an employment not merely for his own emolument and advantage, but for the convenience and accommodation of the community in which he pursues his calling. The law imposes on him certain duties and responsibilities different from and greater than those which attach to an occupation of a purely private nature, in regard to the conduct of which the public have no interest, and which can be carried on at the option or according to the pleasure of the person who is engaged in it. A common carrier cannot legally refuse to transport property of a kind which comes within the class which he usually carriers in the course of his employment, if it is tendered to him at a suitable time and place, with an offer of a reasonable compensation. Like an innkeeper, he is obliged to exercise his calling upon due request under proper circumstances, and is liable to an action for damages if he wrongfully refuses to do so. A legal obligation rests upon him to assume the duty which he holds himself out as ready to perform, and a correlative right belongs to the owner of goods to ask for and require their reception and transportation upon the terms of liability fixed and defined by the established rules of law. The carrier has not the option to accept or refuse the carriage of the goods at his pleasure; but the person seeking to have them transported can choose whether they shall be carried without any restriction of the carriers duty as prescribed by law, or whether he will waive a portion of his rights, and consent to a modification of the legal liability which attaches to the carrier. Such being the legal relation which subsists between a common carrier and his employer, it certainly would be consistent with it to hold that a carrier, by a mere notice brought home to the owner of goods intrusted to his care that he did not intend to assume all the liabilities of his calling, would escape or materially change the responsibility which the law annexes to the contract of the parties. It would in effect put it in the power of the carrier to abrogate the rules of law by which the exercise of his employment is regulated and governed. Certainly such a notice, even if shown to have been within the knowledge of the owner of goods, would, in the absence of evidence of his direct assent to its terms, afford no sufficient ground for the inference that he had voluntarily agreed without any consideration to relinquish and give up the valuable right of having his goods carried at the risk

of the carrier. On the contrary, it would be quite as reasonable to infer under such circumstances that the carrier did not intend to rely upon a notice upon which he could not legally insist, as that the owner of goods meant to surrender a right to which he was entitled to by law. In such case, mere silence cannot be said to amount to acquiescence.

The application of these principles to the present case is decisive against the right of the defendants to insist on the instructions for which they asked at the trial. It is not contended that the plaintiff had any actual knowledge of the notice issued by the defendants, containing a limitation of their common law liability as carriers. If he had any knowledge at all, it was at most only constructive, though the New York Central Railroad Company, who received the goods for transmission over their own road, to be delivered to the defendants to be forwarded over a portion of their route. There is no fact in the case from which any assent by the plaintiff to the terms of the notice can be inferred. One portion of the notice on which the defendants rely goes to the extent of repudiating all liabibility for the loss or injury of goods delivered to the defendants and in process of transportation, except such as might be caused by fire from the locomotive engines or by the negligence of the agents of the corporation. This certainly was not binding on the plaintiff. Equally invalid was that portion of the notice which announced that the defendants would not be liable for a greater amount than two hundred dollars on any one package, except by special agreement. This was equivalent to a notice that they would not be liable for a greater amount than two hundred dollars on a single package, unless they chose to assume a further liability. It was optional with them, under this notice, whether they would make any such agreement or not. If they refused or omitted to do so, the owner of goods had no power to compel them to enter into any agreement. Nor, if the notice of itself is binding on him, had he any means of obtaining the safe transportation of his goods by the defendants above the value of two hundred dollars, under the liabilities imposed by law upon common carriers.

We do not mean to say that a general notice brought home to an owner of goods may not be available to qualify and limit the responsibility of common carriers to a certain extent and within certain limits. All that we mean to decide is, that a common carrier cannot by a general notice exonerate himself entirely from his legal liability, nor limit it absolutely to a certain amount beyond which he will not be held responsible in case of injury or loss. This was the legal effect of the notice on which the defendants rely in the present case, as is admitted by their counsel, who puts his defence to this action on the ground that they are not liable at all, or only for the sum of two hundred dollars on each package. Such a notice being invalid, was not binding on the plaintiff, and he is therefore entitled to

Judgment on the verdict.

Public Debt of the United States.

The Secretary of the Treasury, in answer to a resolution of the House, states the public debt of the United States up to June 14, 1864, as follows:

DEBT BEARING INTEREST IN COIN.

Rate of Int.	Character of Issue.	Authorizing Acts.	Amount Outstanding.	After what date reimbursable.	Interest.	When payable.
6 per ct.	Bonds	January 28, 1847	$9,415,250 00	Jan. 1, 1868	$564,815 00	Jan and July.
6 per ct.	Bonds	March 31, 1848	8,908,541 80	July 1, 1868	534,500 50	Jan. and July.
6 per ct.	Bonds	June 14, 1858	20,000,000 00	Jan. 1, 1874	1,000,000 00	Jan. and July.
5 per ct.	Bonds	June 22, 1860	7,022,000 00	Jan. 1, 1871	351,000 00	Jan. and July.
5 per ct.	Bonds	February 8, 1861	18,419,000 00	Jan. 1, 1881	1,104,900 00	Jan. and July.
6 per ct.	Bonds	July 17 and Aug. 17, 1861	50,000,000 00	June 30, 1881	3,000,000 00	Jan. and July.
6 per ct.	Bonds exchanged for 7 3-10	July 17 and Aug. 17, 1861	21,421,700 00	June 30, 1881	1,285,302 00	Jan. and July.
6 per ct.	Bonds, 5-20's	February 25, 1862	510,756,900 00	May 1, 1882	30,645,414 00	May and Nov.
5 per ct.	Bonds, 10-40's	March 3, 1864	70,239,250 00	March 1, 1904	3,511,962 50	March and Sept.
5 per ct.	Bonds, Texas Indemnity	September 9, 1850	2,169,000 00	Jan. 1, 1865	108,450 00	Jan. and July.
6 per ct.	Bonds, Oregon War	March 2, 1861	1,016,000 00	July 1, 1881	60,960 00	Jan. and July.
7 3-10 per ct.	Notes, three years	July 17, 1861	118,677,650 00	Aug. 19 and Oct. 1, '64	8,656,168 45	Aug. 19 & Oct. 1, '64
	Aggregate of debt bearing Coin Interest		$837,943,091 80		$50,823,672 45	

DEBT BEARING INTEREST IN LAWFUL MONEY.

Rate of Int.	Character of Issue.	Authorizing Acts.	Amount Outstanding.	After what date reimbursable.	Interest.	When payable.
4 per ct.	Temporary Loan	July 11, 1862	$665,420 15	10 days no. after 30 days.	26,616 80	
5 per ct.	Temporary Loan	July 11, 1862	17,158,903 86	10 days no. after 30 days.	357,946 19	
6 per ct.	Temporary Loan	July 11, 1862	37,774,178 57	10 days no. after 30 days.	2,268,450 71	
6 per ct.	Certificates of Indebtedness	March 1, 1862	151,988,000 00	1 year from date	9,119,500 00	1 year from date.
6 per ct.	One Year Notes	March 3, 1863	44,5 0,000 00		2,220,000 00	1 year from date.
6 per ct.	Two Year Notes	March 3, 1863	16,8 ,000 00		24,000 00	2 years from date.
6 per ct.	Two Year Notes, with Coupons—Mar. 3, '63—Whole is $1-0,000,000					
	Less withdrawn and destroyed		38,800,700			
	or ready to be destroyed		111,109,300 00	December 1, 1865	6,555,465 00	June and Dec.
	Aggregate of Debt bearing Lawful Money Interest		$379,700,802 58	Aggregate lawful money int.	20,976,057 70	

DEBT ON WHICH INTEREST HAS CEASED.

Character of Issue.	Authorizing Acts.	Am't Outstanding.
Bonds	April 15, 1842	$203,608 45
Treasury Notes	Acts p. ior to 1837	104,611 64
Treasury Notes	December 23, 1837	9,000 00
Treasury Notes	December 17, 1860	600 00
Treasury Notes	March 2, 1861	47,150 00
Temporary Loan Coin	July 11, 1862	4,200 00
Aggregate of debt on which Interest has ceased		$370,170 00

DEBT BEARING NO INTEREST.

United States Notes	July 17, August 5, 1861, and February 12, 1862	$60,000,000 00
Less amount withdrawn		59,166,212 00
	Amount outstanding	833,788 00
United States Notes	Feb. 25, July 11, 1862, and July 17, 1863	399,166,212 00—$400,000,000 00
United States Notes	Issued in redemption of Temporary Loan	49,300,202 00
	Less amount withdrawn	17,258,672 00— 32,041,530 00
Fractional Currency	July 17, 1862	15,406,156 00
Fractional Currency	March 3, 1863	5,635,792 85
		21,031,948 85
	Due for Drafts on balance of Disbursing Officers	$458,075,278 85
	Unpaid Requisitions	2,453,825 56
	Aggregate of Debt not bearing Interest	46,676,000 00
		$501,883,104 41

RECAPITULATION.

	Amount outstanding.	Interest.
Debt bearing interest in coin	$837,941,091 80	$50,823,672 45
Debt bearing interest in Lawful Money	379,700,802 58	20,976,057 70
Debt on which interest has ceased	370,170 00	
Debt bearing no interest	501,883,104 41	
Total	1,719,895,163 83	$71,699,730 15

The foregoing is a correct statement of the Public Debt, as appears from the Books, Treasurer's Returns, and requisitions in the Department on the 14th June, 1865.

S. P. Chase, Secretary of the Treasury.

Railroad Earnings--Monthly.

The earnings of the Housatonic Railroad for May, 1864, were.....$30,615 18
Corresponding month of previous year. 24,567 07

Increase..... $6,048 11

The earnings of the Erie Railway for the month of April, 1864, were.....$1,052,293 02
Corresponding month of previous year 848,782 90

Increase.....$203,510 12

The earnings of the Hannibal and St. Joseph Railroad for the month of May, 1864.$186,356 15
Corresponding month in 1863..... 113,291 54

Increase.....$73,064 61

Interest and Dividends.

A dividend will be paid on the capital stock of the Michigan Southern and Northern Indiana Railroad Company, on the 1st day of August next, as follows, viz: Five per cent, less the Government tax, on the Guaranteed Stock, and Three and a half per cent, free of Government tax, on the Common Stock.

The Michigan Central Railroad Company has declared a regular dividend of 6 per cent., and an extra one for same amount, both payable July 1.

The Boston and Providence Railroad Company pay a semi-annual dividend of 4 per cent., clear of Government tax, July 1.

The Western Railroad Company will pay a semi-annual dividend of five per cent 1st prox.

The Eastern Railroad Company has declared a semi-annual dividend of 3 per cent, payable July 1.

The Old Colony and Newport Railroad Company will pay a semi-annual dividend of 4 per cent. July 1.

The Connecticut River Railroad Company pay July 1, a dividend of 3 per cent. for the last five months.

The Rome, Watertown and Ogdensburg road will pay 15th July a semi-annual dividend of 5 per cent., free of tax.

The Fitchburg Railroad Company pays a dividend of $4 per share July 1.

The coupons of the First Mortgage Bonds of the Mariposa Company will be paid 1st July in gold.

McGregor Western Railway.

The road is now in operation to Luana, and is being graded to Pottsville, which place it will probably reach by the last of July. A large elevator is now being constructed at Pottsville in anticipation of the arrival of the cars.—*McGregor News.*

☞ Our American petroleum or mineral oil is beginning to come extensively into use for signal lamps on the British Railways. It is cheaper than any other kind, does not congeal and has an illuminative power to a much greater degree than any other.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Copper:				
Acton ....Ca.	200,000	5	----	2⅞
Acton Vale....Ca.	50,000	5	----	2
Adventure ....L. S.	20,000	----	----	----
Albany and Boston "	20,000	----	14½	20½
Algomah .... "	20,000	----	2	3
Alliance ....Ca.	200,000	2½	----	----
Allouez ....L. S.	20,000	----	1	4
American ....Ca.	200,000	2½	----	----
Amygdaloid ....L. S.	20,000	----	----	34
Annapolis....Md.	50,000	10	----	----
Arizona....Ariz. T.	10,000	100	----	----
Ascot ....Ca.	20,000	20	----	----
Astor ....L. S.	20,000	----	1	6½
Atlas .... "	20,000	----	1	7
Aztec .... "	20,000	----	1	8½
Balt. and N. C....N. C.	2,000	5	----	20c
Bare Hill .... "	----	----	----	5
Bay State....L. S.	20,000	----	3½	17½
Beaver .... "	20,000	----	1	----
Bedford ....Ca.	125,000	5	----	1½
Black River .... "	200,000	2½	----	35c
Bohemian....L. S.	20,000	----	7½	10½
Bolton ....Ca.	200,000	5	----	1
Boston ....L. S.	20,000	----	5*	5½
B. and Corinth ....Vt.	20,000	10	----	----
Brooklyn....L. S.	20,000	----	2	----
Brome ....Ca.	100,000	5	----	1
Cabot ....L. S.	20,000	----	½	----
Caledonia .... "	20,000	----	----	13
Cambridge .... "	20,000	----	5	25c
Canada ....Vt.	100,000	1	----	3½
Carp Lake....L. S.	20,000	----	----	4½
Cascade .... "	20,000	----	----	----
Central .... "	20,000	----	----	70
Champlain ....Ca.	200,000	1½	----	----
Chatham .... "	200,000	2	----	----
Chaudiere .... "	100,000	1	----	50c
Chester .... "	200,000	1	----	23c
Cheticamp	30,000	5	----	----
Chippewa ....L. S.	20,000	----	----	----
Cleveland ....Ca	100,000	5	----	----
Cliff ....L. S	20,000	----	----	----
Clifton .... "	20,000	----	----	----
Collin .... "	20,000	----	½	----
Columbian .... "	20,000	----	4½	9½
Consolidated .... "	20,000	----	5	5c.
Copper Falls .... "	20,000	----	24½	38½
Copper Harbor .... "	20,000	----	1	----
Copper Hill .... "	200,000	1	----	----
Copperas Hill .... "	50,000	10	----	----
Cornwall ....Vt.	100,000	2	----	62c
Dacotah ....L. S.	20,000	----	----	5
Dana .... "	20,000	----	3½	3½
Deep River....N. C.	----	5	----	20c
Delaware ....L. S.	20,000	----	----	15
Derby .... "	20,000	----	----	1½
Devon .... "	20,000	----	1	----
Dorchester .... "	20,000	----	6	7
Douglas .... "	20,000	----	----	----
Dover ....Ca.	200,000	----	1	----
Dudley ....L. S.	20,000	----	½	5
Dunham ....Ca.	200,000	2	----	30c
Durham .... "	200,000	5	----	30c
Eagle River....L. S.	20,000	----	3½	7½
El Dorado (Silver) "	20,000	----	----	----
Escot ....Ca.	25,000	20	----	4
Essex	200,000	----	----	16c
Etna ....L. S.	20,000	----	----	15½
Eureka .... "	20,000	----	----	----
Everett .... "	20,000	----	5*	4
Evergreen Bluff .... "	20,000	----	----	17
Flint Steel .... "	20,000	----	----	11
Forest City .... "	20,000	----	3	----
Forest Shepherd .... "	20,000	----	6	----
Franklin ....L. S.	20,000	----	6½	51½
French Creek....Pa.	100,000	5	----	1⅜
Gardner City ....L. S.	20,000	----	----	----
Gardner Hill .... "	20,000	----	5	75c
Girard .... "	20,000	----	----	6
Glade .... "	20,000	----	1	----
Glencoe ....Ca.	200,000	1	----	30c
Globe ....L. S.	20,000	----	1	----
Grand Portage .... "	20,000	----	1	----
Grand Trunk....Ca.	100,000	5	----	35c
Great Western....L. S.	20,000	----	2	4⅜
Green Mountain....Vt.	20,000	10	----	6
Guilford ....L. S.	20,000	----	5	23c.
Hamilton .... "	20,000	----	----	7
Hancock .... "	20,000	----	6½	13¾
Hanover .... "	20,000	----	½	3¾
Hartford .... "	20,000	25	12½	----
Hazzard .... "	20,000	----	----	----
Highland .... "	20,000	----	7	9½
Hilton .... "	20,000	----	----	4
Hope .... "	20,000	----	½	2½
Hudson .... "	20,000	----	----	----
Hulbert .... "	20,000	----	----	----
Humboldt .... "	20,000	----	2	10
Hungarian .... "	20,000	----	1	----
Huron .... "	20,000	----	16	35¼
Indiana .... "	20,000	----	----	6
Inverness .... "	200,000	2½	----	----
Isle Haute	40,000	----	----	----
Isle Royale ....L. S.	20,000	5	16	22½

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Copper:				
Jefferson ....L. S.	20,000	----	----	----
Keweenaw .... "	20,000	----	----	----
Kickapoo .... "	20,000	----	1	----
King Phillip .... "	20,000	----	2	----
Knowlton .... "	20,000	----	1	9
Lafayette....Ca.	200,000	1	----	----
Lake .... "	200,000	1	----	15c
Lawrence ....L. S.	20,000	----	----	----
Lennoxville ....Ca.	100,000	5	----	1⅜
Logan .... "	100,000	3	----	2
Lyster .... "	200,000	2	----	----
Madison....L. S.	20,000	----	1	5½
Malden .... "	20,000	----	1	----
Mandan .... "	20,000	----	2½	4
Manhattan .... "	20,000	----	2½	11
Marquette .... "	20,000	----	----	4
Maryland ....Md.	----	5	----	1½
Mass ....L. S.	20,000	----	----	----
Massachusetts .... "	20,000	----	----	----
Mendota .... "	20,000	----	----	4¾
Merrimac .... "	20,000	----	----	4
Meteor .... "	20,000	----	----	----
Mesnard .... "	20,000	----	5½	10½
Michigan .... "	20,000	----	----	----
Middlesex .... "	20,000	----	----	----
Mineral Hill	----	----	----	3
Minnesota....L. S.	20,000	----	3½	48
Missisquoi....Ca.	150,000	2	----	1½
Montezuma ....N. Mex.	300,000	5	----	----
Morrison....L. S.	20,000	----	----	----
Nashua .... "	20,000	----	----	----
National .... "	20,000	----	5½	31
Native .... "	20,000	----	3	1¾
Naumkeag .... "	20,000	----	1	2½
Nelson....Ca.	200,000	1	----	10c
Nequaket ....L. S.	20,000	----	1	----
Nevada (Silver) .... "	20,000	----	----	----
New England .... "	20,000	----	2	2½
Newton ....Ca.	200,000	1	----	----
New York ....L. S.	20,000	----	----	2
N. Y. & Passaic....N. J.	100,000	5	----	----
North Cliff ....L. S.	20,000	----	4	7⅞
North Silver Lake "	20,000	----	----	----
North State .... "	20,000	----	3	10c
North Sutton....Ca.	100,000	5	----	1⅜
North Western....L. S.	20,000	----	7½	14
Norwich .... "	20,000	----	----	----
Ogima .... "	20,000	----	----	5½
Ontonagon .... "	20,000	----	----	4½
Ottawa ....Ca.	200,000	1	----	49c
Pacific ....L. S.	20,000	----	----	----
Pennsylvania .... "	20,000	25	2½	10½
Petherick .... "	20,000	----	2½	12
Pewabic .... "	20,000	----	3¾	64
Phila. & Boston .... "	20,000	----	15	----
Phœnix .... "	20,000	----	----	30
Pittsburg & Boston "	20,000	----	5½	95
Pontiac .... "	20,000	----	3½	5
Prince of Wales ....Ca.	200,000	----	----	----
Providence ....L. S.	20,000	----	----	2½
Quincy .... "	20,000	----	10	96
Reid Hill ....Ca.	200,000	1	----	----
Reliance ....L. S.	20,000	----	----	1
Richford	60,000	5	----	----
Ridge ....L. S.	20,000	----	----	----
Rockland .... "	20,000	----	5	15
Roscoe ....Ca	200,000	1	----	----
Rudisell	----	----	----	65c
St. Clair ....L. S.	20,000	----	3	9
St. Flavien ....Ca.	100,000	5	----	----
St. Francis .... "	100,000	5	----	----
St. Mary's (L. & M.)L.S.	20,000	----	8½	9
Salem .... "	20,000	----	1	----
Sharon Consol .... "	20,000	----	----	----
Sheldon .... "	20,000	----	----	16
Silver Creek .... "	20,000	----	1	----
Silver Hill .... "	20,000	----	----	20c
Silver Lake .... "	20,000	----	----	----
Silver Valley .... "	20,000	----	----	30c
Southampton....Ca.	100,000	5	----	----
South Bedford .... "	200,000	2	----	----
South Side....L. S.	20,000	----	3	4
Springfield ....Md.	----	5	----	2½
Stadecona ....Ca.	100,000	5	----	----
Star ....L. S.	20,000	----	7½	8
Stark ....Vt.	100,000	2	----	----
Strafford	30,000	10	----	2½
Superior ....L. S.	20,000	----	4	9
Sussex .... "	20,000	----	----	----
Sutton....Ca.	100,000	5	----	1⅜
Toltec....L. S.	20,000	----	20	3
Tremont .... "	20,000	----	5*	3½
Union (L. & M.) .... "	20,000	----	----	----
Vernon .... "	25,000	10	----	----
Victoria....L. S.	20,000	----	1½	----
Vulcan .... "	20,000	----	----	----
Washington .... "	20,000	----	----	----
Waterloo....Ca.	100,000	3	4*	62½
Waukegan ....L. S.	20,000	----	----	----
West Minnesota .... "	20,000	----	2½	3
Wickham ....Ca.	200,000	5	----	50c
Wickopee .... "	100,000	5	----	5½
Winthrop ....L. S.	20,000	----	3½	5½
Wyandotte .... "	20,000	----	----	----

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Iron:				
Copake....N. Y.	50,000	50	----	10
East River	6,000	50	----	----
George's C'k C. & I.Md.	10,000	100	----	118
Harewood	20,000	5	----	----
Kahtadin....Me.	3,000	100	----	----
Lake Superior....L. S.	20,000	25	----	----
Massachusetts	25,000	1	----	----
Mount Pleasant....Pa.	10,000	50	----	----
Teal Lake....L. S.	----	----	----	6
Tyson	20,000	10	----	----
Lead and Zinc:				
Amenia ....N. Y.	100,000	5	----	----
Bucks County ....Pa.	----	----	----	1½
Canada ....Ca.	50,000	5	----	----
Clute	----	----	----	1⅜
Crystal Lake	----	----	----	----
Erie	----	----	----	----
Gay's River	100,000	2	----	----
Hampton	100,000	5	----	----
Keystone....Pa.	----	----	----	3
Lancaster .... "	----	----	----	----
Macomb ....N. Y.	100,000	5	----	4
Mineral Point	100,000	5	----	----
Mount Hope ....N. Y.	80,000	5	2½	----
National	200,000	1	----	----
New Jersey ....N. J.	12,000	100	----	110
N. Y. & Boston....N. Y.	100,000	5	----	3
Oswegatchie ....Ca.	100,000	5	----	1½
Placentia Bay....N. F.	----	----	----	1½
Ramsay ....Ca.	20,000	25	----	----
Rossie .... "	100,000	5	----	----
Shawangunk ....N. Y.	100,000	5	----	----
Sussex ....N. J.	----	----	----	75c
Union	100,000	5	----	57c.
Wallkill ....N. Y.	----	----	----	4½
Coal & Anthracite:				
American ....Pa.	37,500	25	----	97½
Ashburton .... "	50,000	50	----	22
Atlantic & G. C. ....Md.	----	----	----	1¾
Baltimore .... "	----	100	----	----
Bear Valley .... "	40,000	12½	----	18½
Beaver Meadow ....Pa.	100,000	50	----	----
Belmont .... "	10,000	50	----	17
Big Mountain ....Pa.	----	----	----	8½
Blackhall ....N. S.	8,000	25	----	----
Boston & Pictou. "	100,000	5	----	----
Bridgeport ....Pa.	30,000	10	----	----
Broad Mountain .... "	30,000	10	----	----
Butler .... "	----	----	----	24½
Cape Briton....N. S.	200,000	2½	----	----
Carbondale....Pa.	----	----	----	----
Central .... "	----	----	----	72½
Clinton .... "	----	----	----	1½
Coal Brook .... "	4,000	50	----	----
Continental	10,000	50	----	73¾
Cumberland (pref.)Md.	50,000	100	----	74½
Daniel Webster	5,000	100	----	----
East Mahanoy....Pa.	----	----	----	----
Everhart	20,000	25	----	----
Franklin ....Pa.	5,000	100	----	108
Fulton .... "	----	----	----	8½
Gilbertson	5,000	100	----	106½
George's Creek....Pa.	10,000	----	----	115
Grand Tunnel	4,000	100	----	----
Green Mountain....Pa.	----	----	----	5½
Hampton & Balt....Md.	----	----	----	109
Hazleton ....Pa.	32,300	50	----	80
Henry Clay	3,000	100	----	----
International ....N. S.	20,000	50	----	----
Lawrence ....Pa.	2,000	100	----	----
Locust Mountain .... "	----	----	----	64½
Lorberry .... "	4,000	100	----	----
Macan .... "	2,000	100	----	----
Mahanoy .... "	1,000	20	----	----
Metropolitan .... "	----	100	----	----
Middle Coal Fields .... "	----	----	----	19½
Milford	2,500	50	----	----
Mill Creek....Pa.	----	----	----	----
Mulgrave	2,000	----	----	----
Narragansett ....R. I.	8,000	10	----	----
New Creek....Pa.	----	----	----	1⅜
North. & Luzerne .... "	----	----	----	----
Penn. .... "	100,000	50	----	218
Penn. Cannel .... "	6,000	50	----	----
Picton .... "	4,000	100	----	----
Pine Knot....Pa.	4,000	50	----	----
Port Hood	4,000	100	----	----
Potomac ....Md.	40,000	10	----	----
Powell ....Pa.	----	----	----	----
Preston .... "	----	----	----	----
Princess Alex....N. S.	5,000	100	----	----
Ridgeway	----	----	----	----
St. Clair ....Pa.	5,000	100	----	26½
Schuylkill Valley .... "	20,000	10	----	----
Shawmut	6,000	50	----	----
Short Mountain ....Pa.	16,000	50	----	50½
Stafford	----	----	----	----
Suffolk	4,000	100	----	----
Sugar Loaf ....Pa.	----	----	----	----
Summit .... "	40,000	20	----	----
Susq. Coal & C. Mt. "	----	----	----	5½
Tamaqua .... "	----	----	----	----
Vandermark	20,000	50	----	----
Wyoming Valley....Pa.	----	----	----	61

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market Price p.sh.
Gold, Silver, and Quicksilver:				
Ætna (G.) ....Col.	50,000	10	----	----
Acadia (G.)....N. S.	100,000	3	----	----
Albion (G.) .... "	100,000	3	----	2½
Alpine (G.) ....Col.	150,000	10	----	----
Alps (G.) .... "	100,000	5	----	----
American .... "	200,000	2	----	----
Am. & Mex. (S.)N. M.	----	----	----	----
Am. Pioneer....A. T.	----	----	----	----
Arizona (Silver) .... "	----	----	----	----
Atlantic (G.)....N. S.	100,000	2	----	2
At. & Pac. (G. & S.)Nev.	50,000	10	----	33
Bay State (G.) ....Col.	200,000	5	----	----
Beacon (G.)....N. S.	200,000	2	----	----
Benton (G.) .... "	100,000	5	----	----
Black Hawk (G.) "	50,000	100	----	----
Boston (G.) .... "	10,000	50	----	----
Briggs (G.) .... "	10,000	100	----	----
Bullion (G.) .... "	200,000	25	----	----
Burroughs (G.) .... "	100,000	10	----	----
Canadian (G.)....Ca.	200,000	2	----	----
Central (G.)....Col.	50,000	20	----	17½
Chaudiere (G.) ....Ca.	100,000	5	----	2½
Chebucto ....N. S.	100,000	5	----	90c
Colonial (G.)....Ca.	100,000	2½	----	15c
Colorado (G.) ....Col.	50,000	10	----	4½
Consol. Greg'y (G.)Col.	50,000	100	----	20
Copalinshe (G.) .... "	200,000	20	----	----
Corisannie (G.) .... "	100,000	10	----	5
Corydon (G.) .... "	100,000	25	----	4½
Day & Bushnell (G.)C.	300,000	10	----	----
Denver (G.)....Ca.	50,000	20	12½	15
Dorset (G.) .... "	170,000	5	----	----
El Dorado (G.)....Nev.	100,000	5	----	----
Empire (S.) .... "	----	----	----	----
Empress (S.) .... "	----	----	----	----
Eureka (G.)....Cal.	----	----	----	----
Excelsior (G.)....Col.	30,000	10	----	14
Frankfort (G.)	100,000	2	----	----
Garrison's (G.)....Col.	100,000	5	----	----
Gilbert River (G.)....Ca.	100,000	5	----	1
Gilpin (G.) ....Col.	100,000	5	----	----
Gold .... "	100,000	5	----	4
Gold Field	50,000	10	----	----
Gold Hill	50,000	10	----	----
Gold River	100,000	3	----	----
Gould & Curry(G.S.)N.	----	----	----	----
Gunnell (G.) ....Col.	300,000	10	----	4
Halifax (G.)....N. S.	200,000	2	----	50c
Harmon (G. & S.) Nev.	----	----	----	----
Holman (G.) ....Col.	150,000	2	----	----
Hope (G.) .... "	80,000	25	10	10
Isaac's Harbor (G.)N.S.	100,000	5	----	2
Isabella (G.) ....Col.	----	----	----	----
Kennebec (G.)....Ca.	100,000	5	----	----
Kent (G.)....N. S.	200,000	1	----	----
Lake (G.) ....Col.	----	----	----	----
Lake Major....N. S.	12,000	50	----	----
Libertad (G. & S.)Mex	----	----	----	----
Manhattan (G.)....Col.	100,000	10	----	----
Mariposa (G.) ....Cal.	100,000	100	----	55
Massachusetts (G.)..Ca.	500,000	5	----	----
Mex. Pac. (G. & S.)Mex.	100,000	100	----	----
Montague (G.) ....N. S.	50,000	10	----	----
Montana (G.) ....Col.	100,000	5	½	1½
Montezuma (G. & S.)N.	100,000	5	----	----
Mt. Alpine (G.) ....Col.	250,000	5	----	----
Mt. Vista (G. & S.)Nev.	50,000	10	----	----
New England (G.) Col.	50,000	5	----	2½
New Gregory (G.) "	50,000	10	----	----
New York (S.) .... "	100,000	10	----	----
N. Y. & N. S. (G.)N.S.	100,000	5	----	1½
Nova Scotia (S.) .... "	100,000	2	----	2½
Oldham G.) .... "	100,000	2	----	----
Otate (S.) ....Mex.	----	----	----	----
Palma (S.) .... "	----	----	----	----
Peck (G.) ....N. S.	100,000	5	----	----
Peninsular (S.)....L.Cal.	----	----	----	----
Picacho (S.) ....A. T.	50,000	50	----	----
Pontiac (G.) ....Col.	50,000	20	----	----
Prince Albert (G.)..Ca.	100,000	2	----	14
Quartz Hill (G.) ....Col	100,000	100	----	14
Quicksilver ....Cal.	40,000	25	----	78
Renfrew (G.) ....Ca.	120,000	2½	----	1½
Riviere du Loup (G.) "	20,000	10	----	----
Rocky Mt. (G.)....Col.	----	----	----	11½
Sacramento (S.)....Nev.	----	----	----	----
San Antonio (S.)..A. T.	60,000	50	----	----
Santa Clara (Q.)....Cal.	----	----	----	----
Santa Rita....Ariz. T.	----	----	----	----
Scottie (S.)....Ariz. T.	----	----	----	----
Sherbrooke (G.) N. S.	100,000	10	----	----
Sierra Nevada (G.)Col.	----	----	----	----
Silver Hill (S.) ....Nev.	----	----	----	----
Sonora (S.)....Ariz. T.	----	----	----	----
Southam (G.)....N. S.	100,000	5	----	----
Stafford (G.)....Ca.	100,000	5	----	2½
Star (G.) ....Col.	100,000	25	----	----
Stewart (G.) ....Ca.	100,000	5	4	1½
Tascher (G.) .... "	50,000	10	----	----
Victoria (G.) .... "	100,000	2	----	----
Waverly (G.) .... "	50,000	10	----	----
Windsor (G.) ....Col.	100,000	10	----	----
United States (G.) .... "	75,000	20	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'l'nt in single tr'k.	Length. In progress or projected	Equipment. Cars. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N	MASSACHUSETTS.	$	$	$	$	$	$	p. c.		
30 Nov. '63	3.36	—	—	—	—	Boston and Chelsea	110,000	140,000	—	—	7,200	7,200	8	—	46
30 Nov. '63	4.18	—	161	26	—	Broadway, Boston	88,551	230,000	—	12,500	62,446	21,195	9½	—	64
30 Nov. '63	32.96	—	—	—	—	Cambridge	664,171	657,300	150,000	94	—	—	9	—	127½
30 Nov. '63	6.74	—	—	—	—	Cliftondale	95,500	70,000	24,500	4,863	—	—	—	—	—
30 Nov. '63	8.27	—	—	—	—	Dorchester	156,672	121,600	—	—	8,468	7,438	7	—	—
30 Nov. '63	1.48	—	—	—	—	Dorchester Extension	12,800	12,800	—	—	1,024	1,024	8	—	—
30 Nov. '63	1.41	—	—	—	—	Dorchester and Roxbury	18,742	12,000	—	6,800	1,200	1,200	6	—	46
30 Nov. '63	11.75	—	195	25	—	Lynn and Boston	151,396	150,000	50,000	23,230	88,685	0,516	—	—	110
30 Nov. '63	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	73,100	66,223	—	—	—	—	25
30 Nov. '63	2.97	—	—	—	—	Medford and Charlestown	34,000	22,000	12,000	—	2,040	2,040	6	—	—
30 Nov. '63	36.88	—	762	125	—	Metropolitan (Boston)	621,602	639,300	—	297,509	388,616	65,539	10	—	64
30 Nov. '63	7.50	—	216	41	—	Middlesex (Boston)	348,000	400,000	—	39,783	174,422	32,618	8	—	89
30 Nov. '63	5.69	—	63	9	—	Quincy	75,525	53,000	50,932	16,650	25,837	6,012	—	—	—
30 Nov. '63	5.32	—	—	—	—	Salem & South Danvers	57,100	73,300	—	1,800	9,789	1,273	—	—	—
30 Nov. '63	2.68	—	—	—	—	Somerville	50,000	50,000	—	—	2,500	2,500	—	—	30
30 Nov. '63	2.50	—	10	2	—	Stoneham street (Boston)	31,600	32,900	—	—	5,685	1,711	5	—	—
30 Nov. '63	7.75	—	61	14	—	Suffolk (Boston)	167,485	123,250	24,800	63,079	42,750	1,591	—	—	—
30 Nov. '63	—	—	311	50	—	Union (Transportation)	228,179	160,000	20,000	48,178	217,253	13,036	8	—	—
30 Nov. '63	1.59	—	—	—	—	West Cambridge	12,850	12,850	—	120	642	642	5	—	47
30 Nov. '63	3.21	—	—	—	—	West Roxbury	40,558	40,400	—	—	—	—	—	—	—
30 Nov. '63	2.25	—	—	—	—	Winnisimmet	62,152	62,200	—	4,798	—	—	—	—	—
30 Nov. '63	5.00	—	—	—	—	Worcester	89,000	69,000	20,000	—	6,202	542	—	—	—
						CONNECTICUT.									
31 Dec. '62	1.1	—	11	3	—	Hartford City	30,000	30,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep. '62	—	—	—	—	—	Avenue D (New York City)	—	—	—	—	—	—	—	—	—
30 Sep. '62	10.76	—	—	—	28	Broadway (Brooklyn)	236,036	200,000	27,500	324	52,327	14,015	3	—	—
30 Sep. '62	—	6.50	—	—	—	Brooklyn, Bath & Coney Isl'd	1,505	1,505	—	—	—	—	—	100	69
30 Sep. '62	24.01	—	—	69	25	Brooklyn Central & Jamaica	794,912	492,150	252,100	62,967	127,843	10,868	—	—	48
30 Sep. '62	56.18	1.90	—	140	29	Brooklyn City	1,332,506	1,000,000	170,000	10,000	491,629	118,390	8	100	150
30 Sep. '62	10.50	8.50	—	23	2	Brooklyn City and Newtown	267,628	346,000	146,000	8,000	30,944	2,759	—	—	58
30 Sep. '62	—	2.50	—	—	—	Brooklyn City & Ridgewood	51,328	53,500	—	—	—	—	—	—	—
30 Sep. '62	—	—	—	—	—	Buffalo Street	—	—	—	—	—	—	—	—	—
30 Sep. '62	—	—	—	—	—	Central City (Syracuse)	—	—	—	—	—	—	—	—	—
30 Sep. '62	—	—	—	—	—	Centr'l P'k, N. & E. Riv. (N. Y.)	454,554	359,020	101,000	7,689	—	—	—	—	—
30 Sep. '62	17.25	—	—	—	—	Coney Island and Brooklyn	501,364	493,800	7,000	2,717	21,457	6,874	—	100	69
30 Sep. '62	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	—	—	—
30 Sep. '62	12.67	3.67	—	—	—	Eighth Avenue (N. Y.)	938,365	800,000	—	25,000	369,985	121,565	12	100	—
30 Sep. '62	—	—	—	—	—	Fourteenth Street (N. Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '62	4.52	—	—	—	—	Grand St. & Newtown (W'g)	—	—	—	—	—	—	8	—	—
30 Sep. '62	4.63	—	—	—	—	Harlem Br., Moris'a & Ford'm	—	—	—	—	—	—	—	—	—
30 Sep. '62	—	—	—	—	—	Main & Ohio St. (Buffalo)	—	—	—	—	—	—	—	—	—
30 Sep. '62	—	—	—	—	—	Niagara Street (Buffalo)	—	—	—	—	—	—	—	—	—
30 Sep. '62	10.00	16.00	—	42	—	Ninth Avenue (N. Y.)	413,948	795,360	22,000	—	89,498	19,430	—	100	—
30 Sep. '62	—	—	—	—	—	N. Riv. & Wall st. Ferry (N. Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '62	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	—	—
30 Sep. '62	—	—	—	—	—	Rochester City & Brighton	—	1,700	—	—	—	—	—	—	—
30 Sep. '62	16.00	—	—	—	—	Second Avenue (N. Y.)	1,101,873	650,000	450,000	42,500	243,066	51,499	—	100	70
30 Sep. '62	—	—	—	—	—	Seventh Avenue (N. Y.)	—	—	—	—	—	—	—	—	185
30 Sep. '62	8.37	—	533	59	30	Sixth Avenue (N. Y.)	1,089,317	750,000	25,000	—	358,032	88,184	10	100	121
30 Sep. '62	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '62	16.50	—	—	109	3	Third Avenue (N. Y.)	1,757,029	1,170,000	400,000	—	580,736	211,939	12	100	240
30 Sep. '62	—	—	—	—	—	Troy and Lansingburg	—	—	—	—	—	—	—	—	—
30 Sep. '62	—	—	—	—	—	Utica City	—	1,430	—	—	—	—	—	—	—
30 Sep. '62	—	1.00	—	—	—	V. Brunt st. & Erie Bas. (Buff.)	298	330	—	—	—	—	—	—	—
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	—	—
31 Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—	—
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	—	—
31 Dec. '62	4.20	—	—	—	—	Orange and Newark	—	—	—	—	—	—	—	—	—
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA.									
31 Oct. '63	7.89	—	133	22	1	Chestnut & Walnut (Phila.)	197,573	100,000	135,000	—	104,728	50,696	40	—	63
31 Oct. '63	8.13	—	126	14	6	Citizens' (Pittsburg)	157,627	92,000	54,200	5,860	89,867	30,168	20	—	—
31 Oct. '63	4.12	—	13	4	—	Delaware County	30,729	24,080	6,500	2,850	5,668	—	—	—	—
31 Oct. '63	4.38	—	112	20	—	Fairmount & Arch st. (Phil.)	194,017	200,000	—	2,050	63,459	14,824	7½	—	33½
31 Oct. '63	16.74	—	274	42	3	Frankford & Southw'k (Ph.)	721,434	490,260	200,000	—	202,367	58,757	7	—	63½
30 Nov. '63	24.23	—	205	35	—	Germantown	369,446	112,245	250,000	—	133,506	26,745	6	—	60½
31 Oct. '63	8.40	—	116	25	—	Girard College (Phila.)	160,000	160,000	—	—	76,430	19,682	9½	—	30
31 Oct. '63	8.73	—	196	36	4	Green & Coates st. (Phila.)	224,182	150,000	87,000	—	124,540	50,470	19½	—	39
31 Oct. '63	11.00	—	—	—	—	Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	—	—	—	—	—	—
31 Oct. '63	—	—	—	—	—	Lombard & South st. (Phila.)	—	—	—	—	—	—	—	—	16
31 Oct. '63	11.17	—	—	—	—	North Philadelphia	300,000	200,000	100,000	—	—	—	—	—	—
31 Oct. '63	12.00	—	96	19	1	Oakland (Pittsburg & E. L.)	76,500	81,500	—	500	32,291	—	—	—	—
31 Oct. '63	10.57	0.52	57	10	3	Philadelphia and Darby	86,447	100,000	17,000	—	24,102	1,918	—	—	—
31 Oct. '63	7.04	—	105	13	6	Pittsb., Alleghany & Manch'r	86,418	67,875	12,000	9,622	49,638	7,036	—	—	—
31 Oct. '63	4.51	—	70	10	—	Pittsburg and Birmingham	62,952	42,000	22,600	5,369	40,526	16,184	9½	—	—
31 Oct. '63	6.16	—	128	21	—	Race and Vine (Fairmount)	121,613	180,000	125,000	57,545	72,437	5,983	—	—	12
31 Oct. '63	5.20	—	—	—	—	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	—	—	—	—	5
31 Oct. '63	7.78	—	54	10	—	Ridge Avenue & Manyunk	179,635	118,000	—	—	34,549	12,231	8½	—	20
31 Oct. '63	19.46	—	382	60	6	Second & Third st. (Phila.)	476,779	203,757	172,100	—	279,628	96,803	36	—	74
31 Oct. '63	5.62	—	60	—	15	17th & 19th st. (Phila.)	113,699	120,000	—	—	28,447	4,917	2½	—	16
31 Oct. '63	8.38	—	120	17	5	Spruce & Pine (Phil. & Gr'sF.)	173,010	159,312	15,500	—	75,066	18,417	17½	—	45
31 Oct. '63	7.65	1.51	175	36	3	10th & 11th st. (Citizens')	171,776	192,750	—	6,000	126,623	45,960	16½	—	51
31 Oct. '63	6.25	—	133	16	3	13th & 15th st. (Phila.)	100,000	100,000	—	—	87,604	20,428	17½	—	33
31 Oct. '63	9.31	—	223	48	4	West Philadelphia	301,056	189,100	100,000	4,000	161,700	44,574	11	—	72
						MARYLAND.									
31 Dec. '62	21.00	—	340	50	—	Baltimore City	700,000	670,000	—	31,549	239,059	21,058	—	—	23¾
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	—	—	—	—	—	—	—
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	—	—	—	—	—	—	—
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	—	—	—	—	—	—	—
31 Dec. '62	3.63	—	—	—	—	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	—	—	—	—	—	—	—
						MISSOURI.									
30 Nov. '62	8.29	—	—	—	—	Citizens' (St. Louis)	117,437	100,000	—	—	—	—	—	—	—
30 Nov. '62	3.33	—	—	—	—	Missouri (St. Louis)	76,674	70,000	—	—	—	—	—	—	—
30 Nov. '62	4.43	—	—	—	—	People's (St. Louis)	83,875	70,000	—	—	—	—	—	—	—
30 Nov. '62	10.20	—	—	—	—	St. Louis	298,604	298,604	—	—	—	—	—	—	—

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]: Real Estate Mortgage	27,500	7	J. & J.	Var.	—
Brooklyn Centr. & Jamaica: 1st Mortgage	252,100	7	J. & D.	1870	—
Brooklyn City: 1st Mortgage	170,000	7	J. & J.	1872	—
Brooklyn City & Newtown: 1st Mortgage	146,000	7	J. & J.	1872	—
Cambridge: 1st Mortgage	150,000	6	J. & J.	1882	100½
Central Park, East & North River: 1st Mortgage	101,000	7	J. & J.	1874	—
Citizens' [Pittsburg]: 1st Mortgage	47,800	7	J. & J.	1870	—
Cliftondale: 1st Mortgage	25,000	6	J. & J.	1871	—
Coney Island and Brooklyn: 1st Mortgage	7,000	7	J. & J.	1873	—
Delaware County: 1st Mortgage	6,500	7	—	—	—
Dorchester: Real Estate Mortgage	5,000	6	—	—	—
Dorchester and Roxbury: 1st Mortgage	7,800	6	J. & J.	—	—
Frankford and Southwark: 1st Mortgage	200,000	7	J. & J.	1869	110
Germantown: 1st Mortgage	250,000	7	J. & J.	1869	—
Green and Coates St.: 1st Mortgage	82,000	7	J. & J.	1870	109
Hestonville, Mantua & Fairmount: 1st Mortgage	40,000	7	J. & J.	1869	—
Hoboken and Weehawken: 1st Mortgage	60,000	7	M. & S.	1872	—
Lynn and Boston: 1st Mortgage [road]	50,000	6	M. & S.	'71-'72	100
Malden and Melrose: 1st Mortgage guarantied	60,000	6	—	1880	91
Medford and Charlestown: 1st Mort. [Winter St. Br.]	12,000	6	—	—	—
Metropolitan: 1st Mortgage	36,625	6	—	—	—
Real Estate Mortgage	—	6	—	—	—
Middlesex: Malden & Melrose bonds	60,000	6	—	1870	—
Real Estate	6,210	—	—	—	—
Ninth Avenue: 1st Mortgage	22,000	7	—	—	—
North Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	—
Philadelphia City: 1st Mortgage	135,000	6	J. & J.	1879	—
Philadelphia and Darby: 1st Mortgage	17,000	7	J. & J.	1870	—
Philadelphia and Gray's Ferry: 1st Mortgage	15,500	7	J. & J.	1869	—
Pittsburg, Allegheny and Manchester: 1st Mortgage	54,200	7	J. & J.	1871	—
	25,000				
Pittsburg & Birmingham: 1st Mortgage	22,600	7	J. & J.	1870	—
Pittsburg & East Liberty: 1st Mortgage	87,000	7	J. & J.	1871	—
Quincy: Plain bonds	50,000	—	M. & S.	1868	—
Richmond and Schuylkill: 1st Mortgage	30,000	7	J. & J.	1870	—
Second Avenue: 1st Mortgage	450,000	7	J. & D.	1867	—
Second and Third Street: 1st Mortgage	125,000	7	J. & J.	1868	112
2d Mortgage	50,800	7	J. & J.	1869	—
Sixth Avenue: 1st Mortgage	25,000	7	J. & J.	1875	—
Suffolk: 1st Mortgage	24,800	6	M. & S.	1872	—
Third Avenue: 1st Mortgage	340,000	7	J. & J.	1870	—
Real Estate bonds	60,000	—	—	—	—
Union: Real Estate Mortgage	20,000	6	J. & D.	1868	—
West Hoboken & Hoboken: 1st Mortgage	60,000	7	M. & N.	1873	—
West Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	—

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Periods.	WHEN DUE.	Market Price.
UNITED STATES LOANS.					
Loan of June 28, 1847.....registered	$9,415,250	6	Jan. & July.	1867	120
" " " .....coupon		6	" "	1867	120
Loan of Dec 31, 1848 .....registered	8,903,342	6	" "	1868	128
" " " .....coupon		6	" "	1868	121
Texas Indemnity, of Sep. 9, 1850.....coupon	3,461,000	5	" "	1865	195
Loan of June 14, 1858 .....registered	20,000,000	5	" "	1874	100
" " " .....coupon		5	" "	1874	104
Loan of June 22, 1860 .....registered	7,022,000	5	" "	1871	103
" " " .....coupon		5	" "	1871	100
Oregon War Debt of June, 1861.... coupon	1,016,600	6	" "	1881	113
" " " " " ... coupon		6	Yearly.	1881	107
Loan of Feb. 8, 1861 .....registered	10,415,000	6	Jan. & July.	1881	108
" " " .....coupon		6	" "	1881	113¾
Loan of July 17, 1861 .....registered	50,000,000	6	" "	1881	115
" " " .....coupon		6	" "	1881	115
Loan of Feb. 25, 1862 (5-20s).....registered	510,780,450	6	May & Nov.	1882	105¼
" " " (5-20s).....coupon		6	" "	1882	106
Treasury Notes of Aug. 1861.....coupon...	52,931,000	7.3	Feb. & Aug.	1864	108
" " Oct. 1861.....coupon...	86,989,500	7.3	April & Oct.	1864	107
Loan of 1864 (10-40s) .....coupon	70,239,250	5	Mar. & Sept	1904	----
" " " .....registered		5	" "	1904	----
One Year Treasury Notes (legal tender).....	43,000,000	5	.....	.....	----
Two Year " " " "	180,894,887	5	.....	.....	----
Certificates of Indebtedness.....	146,259,000	6	On redemp'n	.....	98
[N.B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate debt. Interest payable in coin. Treasury Notes (except for customs) payable for all public dues.]					
STATE LOANS.					
Alabama—State bonds .....coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. B'k)....coupon	899,000	6	No int'est	1868	----
" — " " (B'k of State). "	610,000	6	paid for	1868	----
" — " " (" "). "	38,000	5	many y'rs	1868	----
California—Civil bonds of 1857.....coupon	3,727,500	7	Jan. & July	1878	152
" — " " 1860..... "	198,500	7	" "	1880	----
" —War bonds..... "	610,004	7	" "	1872	----
Connecticut - War Fund bonds.....coupon	2,000,000	6	Jan. & July	'71-'72	----
" — " " " ..... "		6	" "	'81-'82	105¼
" — " " " ..... "	1,000,000	6	" "	1883	----
Florida—State bonds.....coupon	143,000	7	.....	.....	----
Georgia—State bonds .....coupon	72,000	5	Jan. & July.	1872	----
" — " " (R. R. & B'k) .. "	2,073,750	6	" "	'65-'80	60
" — " " (R. R.)..... "	525,000	7	" "	'62-'72	----
Illinois—New Int. Impr. stock .....inscribed	1,970,967	6	Jan. & July.	1870	103
" — " " " bonds ..... "	1,322,085	6	" "	1877	102
" —Interest stock..... "	737,222	6	" "	1860	100
" —Refunded stock ..... coupon	2,187,000	6	" "	'63-'80	106
" —War bonds..... "	2,000,000	6	" "	1879	98
" —Canal bonds (sterling)..... "	1,778,423	6	" "	1870	100
" — " " (dollar) ..... "	1,962,397	6	" "	1870	102
Indiana—State stock .....registered	5,325,500	5	Jan. & July.	1886	90
" — " " ..... "	2,058,173	2½	" "	1886	67½
" —State Int. Imp bonds (not adjusted)	391,000	--	.....	d'm'd.	----
" —State War Loan bonds .....coupon	1,371,780	6	May & Nov.	1881	98
" —Canal Preferred stock..... "	4,079,500	5	Jan. & July.	.....	85½
" — " " special stock "	1,216,737	5	" "	.....	----
" — " Deferred stock ..... "	1,243,000	5	" "	.....	----
" — " " special stock "	479,545	5	" "	.....	----
Iowa—State stocks.....coupon	200,000	7	Jan. & July	1868	----
" — " " (war loan) ..... "	800,000	7	" "	'81-'82	----
" — " bonds to School Fund ... "	122,295	10	Annually.	d m'd.	----
Kansas—State bonds (sinking fund)...coupon	146,000	7	Jan. & July.	1876	----
" — " " " " .. "	54,000	7	May & Nov.	1878	----
" — " (domestic)..... "	65,000	6	July.	1883	----
Kentucky—State bonds .....coupon	4,800,000	5	Jan. & July.	'65-'75	----
" — " " ..... "		5	" "	'81-'91	----
" — " " ..... "		5	" "	'93-'96	----
" — " " (bank)..... "	600,000	5	" "	1891	----
" — " " ..... "	67,500	6	" "	'91-'96	105
" — " " (war loan) . "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.)...coupon	516,130	6	.....	d'm'd.	69
" — " (R. R. etc.)... "	3,902,000	6	.....	'67-'99	----
" — " " (banks)..... "	5,398,533	6	.....	.....	----
" — " " (war loan)... "	670,000	6	.....	.....	----
Maine—State bonds .....coupon	.....	6	Mar. & Sept.	'63-'77	104
" — " " (war loan) ..... "	1,000,000	6	Jan. & July.	'81-'83	101½
Maryland—State bonds (st'k'g).....coupon	816,000	5	Chiefly quarterly.	1865	----
" — " (st'k'g conv.).. "	200,376	5		1865	----
" — " " (st'k'g)..... "	5,585,555	5		'89-'90	104½
" — " " (st'k'g conv.).. "	2,490,569	5		'89-'90	108
" — " " (dollar)..... inscribed	500,000	3		1890	----
" — " " (").... "	10,000	4½		1883	----
" — " " (").... "	767,560	5		'42-'58	----
" — " " (").... "	399,408	5		1880	----
" — " " (").... "	148,711	5		'89-'90	103
" — " " (").... "	133,689	6		pleas.	----
" — " " (").... "	3,000,000	6		1870	107
" — " " (").... "	35,000	6		1885	----
" — " " (").... "	603,333	6		'89-'90	114
Massachusetts—State b'ds (Western R.R.).stg.	3,995,555	6	April & Oct.	'68-'71	----
" — " " (T. & G.R.R.)... "	508,380	6	" "	'88 '90	----
" — " " (" ").dollar	416,500	6	" "	'90-'91	121
" — " " (" "). "	300,000	5	" "	1893	108½
" — " " (East'rn R. R.) "	500,000	6	Jan. & July.	'65-'71	140
" — " " (N.&W. R.R.) "	400,000	6	" "	1870	----
" — " " (Cons.St'k sc.) "	150,000	6	" "	1870	----
" — " " (Buildings sc.) "	200,000	6	June & Dec.	'68-'77	128½
" — " " (" ") "	345,000	5	April & Oct.	'65-'74	----
" — " " (" ") "	200,000	5	May & Nov.	'65-'72	----
" — " " (" ") "	94,000	5	Jan. & July.	1874	----
" — " scrip.....	200,000	6	" "	'64-'66	----
" — " "	247,000	6	June & Dec.	'68-'72	----
— " "	53,000	5	" "	'68-'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Periods.	WHEN DUE.	Market Price.
Massachusetts—Union Fund Loan.....coupon	3,000,000	6	Jan. & July.	'71-'76	130¼
" — " " " ..... "	600,000	5	" "	'77-'78	115½
" —Bounty Fund Loan.... "	500,000	5	May & Nov	1893	119
" —Coast Defence Loan... "	1,000,000	5	" "	1883	118¾
" —Back Bay Loan ..... "	168,000	5	" "	1890	----
Michigan—Renewal Loan .....coupon	216,000	6	Jan. & July.	1878	100
" —Canal Loan.....(sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan.....(" ") "	557,000	7	" "	1868	104½
" —Redemption l'n (" ") "	2,000,000	6	" "	'68-'83	----
Minnesota—State bonds .....coupon	250,000	8	Jan. & July.	1867	105
" — " " (Indian war). "	100,000	7	" "	1871	----
" — " " (Railroads)... "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks).....coupon	2,000,000	6	.....	'41-'71	----
Missouri—Bank Stock Loan of 1857.....	63,000	5½	Jan. & July.	1863	68½
" — " " " "	199,000	6	" "	1863	69
" — " " " "	100,000	6	April & Oct.	1868	----
" —Capitol Loan of 1857.....	400,000	6	Jan. & July.	1863	----
" —Renewal Loan of 1853.....	200,000	6	" "	1883	----
" —R. R. Loans: Pacific R. R....coupon	7,000,000	6	" "	'72-'88	76
" — " " S.W. Branch... "	4,500,000	6	" "	'87-'89	----
" — " " H.&St.Joseph "	3,000,000	6	" "	'73-'87	91
" — " " N. Missouri ... "	4,350,000	6	" "	'72-'87	----
" — " " Iron Mountain "	3,501,000	6	" "	'73-'89	----
" — " " C. & Fulton ... "	650,000	6	" "	'67-'89	----
" — " " Platte Co. .... "	700,000	6	" "	1889	----
" —Revenue bonds ..... "	431,000	9	June & Dec.	'64-'66	----
" —State Defense warrants	780,000	---	.....	.....	----
New Hampshire—State bonds.....coupon	535,100	6	Feb. & Aug.	1876	103¾
" " —Notes	200,000	6	.....	.....	----
New Jersey—State stock .....registered	95,000	6	Jan. & July.	Var.	----
" " —State bonds (war loan).coupon	531,820	6	" "	'65-'71	----
" " — " " (" "). "	200,000	6	" "	1871	----
New York—General F'd: Astor Debt.....	561,500	5	Jan. & July.	pleas.	----
" " — " " Deficiency Loans..	348,107	5	" "	pleas.	----
" " — " " " " ..	900,000	5	" "	1875	----
" " — " " " " ..	442,961	5	May & Nov.	1868	107
" " — " " " " ..	1,189,781	6	Jan. & July	pleas.	----
" " — " " " " ..	1,300,000	6	" "	'68-'78	115
" " — " " " " ..	700,000	7	" "	1870	113
" " — " " Comptroller's b'nds	28,698	5	.....	d'm'd	----
" " — " " " " ..	11,050	5½	.....	d'm'd.	----
" " — " " " " ..	14,230	6	.....	d'm'd.	----
" " — " " " " ..	421,000	6	Jan. & July.	'65-'67	----
" " — " Railroad Loans....	287,700	4½	J., A., J., & O.	1864	----
" " — " " " " "	68,000	5	Feb. & Aug.	1876	----
" " — " " " " "	28,000	5½	J., A., J., & O.	1865	----
" " — " " " " "	320,000	5½	Jan. & July.	1865	----
" " — " " " " "	100,000	6	" "	1867	----
" " —Canal Fund Loans.....	6,922,274	5	" "	'63-'74	109¼
" " — " " "	15,889,025	6	" "	64-'76	116
" " — " "	1,200,000	7	" "	1864	----
North Carolina—State bonds .....coupon	9,129,505	6	Various.	Var.	58½
Ohio—State bonds (foreign debt) ....coupon	1,408,905	6	Jan. & July.	1860	110½
" — " " (" ") .... "	1,015,000	6	" "	1865	94
" — " " (" ") .... "	379,866	6	" "	1868	----
" — " " (" ") .... "	2,183,532	6	" "	1870	105
" — " " (" ") .... "	1,600,000	6	" "	1875	106½
" — " " (" ") .... "	4,095,309	6	" "	1881	106½
" — " " (" ") .... "	2,400,000	6	" "	1886	106
" — " " (domestic debt).....	275,385	6	" "	1863	108
" — " " (war loan).....coupon	299,704	6	" "	1866	----
" — " " (" ").... "	280,969	6	" "	1868	----
" —Irreducible debt (school funds, etc.)...	2,920,403	6	Yearly.	.....	----
Oregon—State scrip	55,372	---	.....	.....	----
Pennsylvania—State Stock Loans.....	131,200	4½	April & Oct.	due.	----
" — " "	10,780,095	5	Jan. & July.	due.	100¾
" — " "	3,886,070	5	Feb. & Aug.	due.	----
" — " "	3,690,614	5	Mar. & Sept.	due.	----
" — " "	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates	210,263	6	Feb. & Aug.	due.	107½
" —State bonds.....coupon	200,000	4½	Jan. & July.	1882	103½
" —State Stock Loans.....	1,177,890	5	" "	1864	----
" — " " "	675,029	5	Feb. & Aug.	1864	----
" — " " "	1,045,629	5	June & Dec.	1864	----
" — " " "	1,558,673	5	Jan. & July.	1865	----
" — " " "	2,277,755	5	" "	1868	----
" — " " "	1,766,214	5	" "	1870	101½
" —State bonds.....coupon	4,860,000	5	Feb. & Aug.	1877	101¾
" — " " ..... "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	106
" —State bonds.....coupon	650,000	5	Jan. & July.	1882	----
" —Bank Charter Loans.....	360,937	5	.....	.....	----
" —Relief Notes in circulation....	97,360	---	.....	.....	----
" —Military Loan bonds ..coupon	3,000,000	6	Feb. & Aug.	1871	107½
Rhode Island—State bonds (war loan).coupon	2,000,000	6	Mar. & Sept.	1882	104¾
South Carolina—State bonds (stg)....coupon	484,444	5	.....	1868	----
" " —Inscribed certificates	1,708,017	6	.....	'68-'90	----
" " —State b'ds (railroads).coupon	1,310,000	6	.....	1877	50
Tennessee—State bonds (banks) .....coupon	1,125,000	6	.....	1882	60
" — " " (intern. impr.) "	2,063,606	5	.....	Var.	45
" — " " (railroads) ... "	12,799,000	6	.....	Var.	----
" — " " (capitol) ..... "	608,000	5	.....	1890	45
" — " " (Hermitage) . "	48,000	6	.....	1890	60
Texas—Had no debt in 1861	.....	---	.....	.....	----
Vermont—Inscribed certificates	175,000	6	.....	'63-'64	----
" —State bonds (war loan) ....coupon	58,000	6	.....	'62-'63	----
" — " " (" ") .... "	751,000	6	Jan. & July	1870	103½
Virginia—Inscribed certificates (civil).....	404,000	5	Various.	Var.	----
" — " " " (railroad) ...	18,264,642	6	Jan. & July.	'83-'93	52
" —State bonds (railroad) .....coupon	12,6 4,500	6	" "	'85-'93	----
" — " " (sterling)..... "	1,865,000	5	" "	1892	----
West Virginia—No information	.....	---	.....	.....	----
Wisconsin—State bonds (civil) .....coupon	100,000	6	April & Oct.	'67 '68	100
" — " " (war) ..... "	200,000	6	Jan. & July.	1867	----
" — " " (domestic) .... "	100,000	6	" "	1877	----
" — " " (").... "	1,100,000	6	" "	'78-'88	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	988,641
1861	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	188,792	176,000	------	------	------	------	------	------	------	------	------
Chicago and Rock Island													
1859	60,058	55,497	68,116	71,792	73,578	72,392	67,076	87,233	120,053	126,090	100,440	82,252	984,577
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	112,947	117,086	146,268	161,503	138,795	135,595	1,423,439
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	175,838	188,565	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,881	28,291	28,066	24,326	28,536	51,340	55,831	55,003	42,101	400,459
1860	32,192	33,408	46,346	48,919	62,392	45,985	39,500	49,571	80,819	108,737	74,331	53,554	675,754
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	55,199	855,658
1862	46,605	49,103	59,249	54,725	84,706	104,315	95,340	71,306	104,094	124,787	108,956	90,991	994,677
1863	69,691	81,160	92,483	103,450	107,866	124,283	115,861	106,491	172,072	210,476	153,388	153,522	1,488,197
1864	98,123	111,495	157,962	174,589	------	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,260	76,032	66,907	55,085	50,386	66,573	84,603	94,406	82,467	82,400	889,499
1861	85,239	76,918	85,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	88,401	105,253	955,959
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	164,876	1,167,544
1863	145,916	146,839	165,780	121,278	100,225	100,085	91,308	102,130	132,130	140,013	144,800	184,389	1,574,893
Erie:													
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,959	536,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,235,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,334
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,821	10,469,481
1864	984,837	914,133	1,094,508	1,079,508	1,052,293	------	------	------	------	------	------	------	------
Galena and Chicago:													
1859	62,421	66,943	92,921	88,708	122,008	110,656	88,527	119,280	208,808	195,934	123,907	89,344	1,369,441
1860	60,653	62,698	80,793	93,254	115,505	93,449	80,705	166,541	219,528	252,108	142,658	94,860	1,462,752
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,359	200,276	221,326	172,700	122,309	1,720,396
1862	109,867	105,424	74,346	90,180	158,194	225,048	190,456	129,019	188,370	203,575	159,530	143,532	1,777,541
1863	132,517	121,161	129,226	136,601	172,343	212,946	143,517	163,245	261,494	287,122	228,407	204,716	2,193,295
1864	143,906	169,577	177,251	196,872	220,825	------	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,305	155,164	156,978	170,157	157,443	232,073	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150,808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,023,537
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	425,047	366,802	270,676	241,771	202,392	190,364	219,561	268,100	302,174	295,750	484,550	3,726,140
1864	501,231	472,240	356,626	278,540	------	------	------	------	------	------	------	------	------
Illinois Central:													
1859	132,936	134,311	154,690	153,644	144,894	149,592	139,102	181,612	246,829	245,392	250,742	192,322	2,126,066
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,483	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	318,200	406,595	445,320	421,457	414,731	------	------	------	------	------	------	------	------
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	46,452	81,329	55,257	48,544	512,218
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	56,540	77,874	90,755	73,215	83,964	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,920	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,352	155,417	205,054	138,342	90,000	1,224,343
1864	102,748	115,135	88,222	140,417	186,747	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	233,851	273,722	203,492	134,972	2,068,896
1861	140,925	116,938	153,170	186,951	170,362	161,391	125,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,539	2,647,833
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,541
1864	256,600	304,445	333,058	327,206	264,818	------	------	------	------	------	------	------	------
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,303	150,366	210,837	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,846	307,333	242,089	200,134	2,124,314
1862	230,159	159,658	151,902	175,696	186,039	174,001	172,189	216,624	295,956	322,369	307,475	258,633	2,650,701
1863	242,073	245,857	236,432	238,495	236,453	206,221	215,449	215,449	308,169	375,487	339,793	306,186	3,168,064
1864	252,435	278,848	348,802	338,275	271,552	------	------	------	------	------	------	------	------
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	637,792	520,396	6,303,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	730,736	523,047	7,154,622
1861	489,065	420,793	627,051	689,688	677,073	558,743	523,138	562,076	696,175	927,036	952,960	872,985	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,798	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,038,496	1,043,515	------	------
New York and Harlem:													
1859	91,990	84,209	88,278	90,517	91,868	89,239	91,190	100,118	97,218	97,857	85,785	94,554	1,102,823
1860	97,016	98,666	88,598	90,463	89,577	93,378	100,639	104,113	105,478	111,173	99,461	100,141	1,175,708
1861	103,495	88,201	88,790	94,630	83,856	97,337	92,802	91,958	89,356	97,858	91,111	90,671	1,110,065
1862	100,604	96,689	102,808	94,957	94,157	97,337	101,857	103,223	99,435	107,093	99,135	125,715	1,225,010
1863	129,775	128,766	125,445	118,075	108,605	116,898	114,090	125,817	124,615	129,121	119,854	131,304	1,472,365
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241,695	264,622	283,646	288,619	245,977	2,735,395
1860	163,551	171,841	257,410	248,110	265,011	278,270	314,806	337,495	339,911	368,956	321,208	249,032	3,315,501
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,741	------	------	------	------	------	------	------	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,938	286,844	231,253	191,138	2,335,554
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,034
1864	290,676	455,211	602,603	574,680	499,547	------	------	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1862	74,252	63,881	68,748	71,854	112,384	93,766	67,721	85,359	95,969	118,887	129,166	135,610	1,117,597
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,496	157,785	------	------	------	------	------	------	------	------	------
Toledo and Wabash:													
1860	43,518	42,064	64,414	73,679	67,946	67,423	84,879	122,785	106,100	125,027	77,599	51,296	926,735
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	138,722	142,537	162,858	137,086	92,574	1,172,100
1862	82,235	47,142	56,006	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,528	1,403,147
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	120,595	151,052	134,563	111,339	1,439,798
1864	79,735	95,842	132,896	123,987	127,009	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	----
Convert. (guar. by Dir.)	150,000	7			1863	----
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	225,705	8			1864	----
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	1857	----
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	980,000	7	April & Oct.	New York.	1879	----
2d Mortgage	593,500	7	" "	" "	1881	
Atlantic and Gt. Western (Pa.):						38
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	New York.	1877	79
2d Mortgage	956,000	7	" "	" "	1882	----
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	
Atlantic and Great Western (O.):			April & Oct.			77
1st Mortgage (S. F.)	717,000	7		New York.	1876	99¾
2d Mortgage	----------	7	Jan. & July.	" "	1883	80
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	938,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P.&Bos.	'68-'70	----
Baltimore and Ohio:						
Maryland Sterling B'ds of 1833	3,000,000	5	Ja Ap. Ju.Oc.	London.	1838	----
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	113
" " " 1850	700,000	6	Jan. & July.	"	1880	115¼
" " " 1855	1,128,500	6	Jan. & July.	"	1875	115½
" " " 1834	1,000,000	6	Ja. Ap. Ju.Oc.	"	1867	105
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	111½
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101½
2d Mortgage	164,000	7	" "	" "	1870	----
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						100¾
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	102½
1st Mortgage	300,000	7	" "	New York.	1865	----
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	----
2d Mortgage Coupons	250,000	7	" "	New York.	1870	106
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	108¾
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	110
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	112½
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	108
Income ½ in '69, ½ in '72	200,000	7	Jan. & July.	" "	var.	----
Unsecured	200,000	7	" "	" "	1864	----
Special Erie and North-East	149,000	7	" "	" "	'61-'70	----
Burlington and Missouri:						
1st Mort. on 1st Division	590,000	---	Feb. & Aug.	New York.	------	----
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6	----------	----------	'78-'79	----
Camden and Amboy:						
English debt (S. F.) £453,093	2,192,923	6	Semi-annual.	London.	1880	----
Converted Sterling Loan	798,200	5	"	"	1863	----
American Loan	762,000	6	"	New York.	1864	105
Loan for $500,000	500,000	6	"	"	1867	105
" " $800,000	790,600	6	"	"	1870	111½
" " $675,000	675,000	6	"	"	1875	105
" " $1,700,000	1,700,000	6	"	"	1883	103½
" " $2,500,000	867,000	6	"	"	1889	105½
Consolid. Mort. Loan $5,000,000	----------	---	"	"	------	111
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	----
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	----
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	----
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65-'70	103
2d Mortgage	600,000	7	May & Nov.	" "	1875	110
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1861	106
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1865	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	60½
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6	----------	----------	------	----
2d Mortgage	1,000,000	7	----------	----------	------	----
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	101
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	441,000	8	Jan. & July.	New York.	1883	131
" " " inconvertible	3,034,000	8	" "	" "	1883	----
Plain Bonds, dated Sept. 20, 1860	755,000	7	March & Sept.	" "	1890	----
2d Mortgage, inconvertible	935,500	4½	July.	Frankfort o. M	1890	----
Chicago and Aurora 1st Mort.	135,000	7	Jan. & July.	New York.	1867	----
Central Military Tract, 2d Mort.	83,000	8	May & Nov.	" "	1868	----
" " " Plain	25,000	8	March & Sept.	" "	1876	----
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	111
1st Mortgage pref. S. F.	585,000	7	April & Oct.	" "	1877	109
Income Bonds	1,100,000	7	May & Nov.	" "	1882	93
Chicago and Milwaukee:						
1st General Mort.	----------	7	Jan. & July.	New York.	1892	----
1st " " (C. & M.) conv.	----------	7	May & Nov.	" "	1874	----
1st " " (M. & C.)	----------	8	Jan. & July.	" "	18--	----
2d " "	----------	8	" "	" "	18--	----
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	" "	1894	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	114½
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	111
General 1st Mortgage	3,600,000	7	" "	" "	1885	104
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883	102
2d Mortgage	2,000,000	6	" "	" "	1890	100
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	95
Flagg Trust Bonds	245,000	8	Jan. & July.	" "	------	----
Cincinn., Hamilton and Dayton:						
1st Mortgage	384,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	950,000	7	May & Nov.	" "	1880	110
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1869	----
2d Mortgage	574,000	7	Feb. & Aug.	----------	------	----
3d Mortgage	158,000	7	----------	----------	------	----
Income	250,500	7	----------	----------	------	----
Tunnel Right	1,000,000	7	----------	----------	------	----
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	115
2d Mortgage	244,200	7	March & Sept.	----------	1864	110
3d Mortgage	658,200	8	" "	----------	1876	----
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92½
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7	----------	----------	1880	----
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	----
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	107
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	108
4th Mort. (M. L.) or 3d Extension	1,059,028	6	" "	" "	1886	92½
River Line bonds	20,000	7	----------	----------	1887	----
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	500,000	7	Jan. & July.	New York.	'64-'90	----
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	284,000	7	April & Oct.	New York.	1867	101¾
Junction 1st Mortgage 2d Div.	164,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	439,000	7	Feb. & Aug.	" "	1863	75
Tol., Nor. and Clev. 2d Mort.	176,500	7	" "	" "	1863	75
C. and T. Income Mortgage	66,150	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.	----------	1864	----
C. and T. Income (convertible)	169,000	7	" "	----------	1864	----
C. and T. Dividend (convert.)	126,410	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	25,000	7	March & Sept.	" "	1870	----
C. and T. (S. F.) Mortgage	2,677,000	7	Jan. & July.	" "	1885	120
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	74,900	---	June & Dec.	New York.	var.	----
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	106
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	101½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	----
2d Mortgage	109,500	8	" "	" "	1904	----
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July.	New York.	1867	----
2d Mortgage	2,503,000	8	" "	" "	1881	100
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "	------	40
Delaware:						
1st Mortgage guar. by P., W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	----
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	---	April & Oct.	New York.	1871	112
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	116
2d Mortgage	2,516,500	---	March & Sept.	" "	1881	118½
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	----
3d Mortgage (convertible)	750,000	10	" "	" "	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	----------	----------	------	----
Dubuque and Sioux City:						
1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1883	----
Dubuque Western:						
1st Mortgage	344,000	†	----------	----------	------	----
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	111
2d Mortgage (convertible)	590,000	5	Jan. & July.	London.	1872	98
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	107
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	----
East Tennessee and Georgia:						
State, 1st Mortgage	970,000	---	----------	----------	------	----
Endorsed by State of Tennessee	150,000	---	----------	----------	------	----
Mortgage (ordinary)	790,688	---	----------	----------	------	----
East Tennessee and Virginia:						
State, 1st Lien	1,602,000	---	----------	----------	------	----
Endorsed by State of Tennessee	200,000	---	----------	----------	------	----
1st Mortgage (after State)	100,000	---	----------	----------	------	----
Redeemable in Stock	66,950	---	----------	----------	------	----
Eaton and Hamilton:						
1st Mortgage	757,734	†	----------	----------	var.	----
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	----
Florida:—						
Internal Improvement (State)	1,655,000	7	----------	----------	1891	----
Free Land, 2d Mortgage	1,500,000	8	----------	----------	1891	----
Florida and Alabama:						
Internal Improvement (State)	----------	7	----------	----------	1891	----
Free Land, 2d Mortgage	----------	8	----------	----------	1891	----
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	300,000	7	----------	----------	1891	----
Free Land, 2d Mortgage	200,000	8	----------	----------	1891	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,931,000	7	Feb. & Aug.	New York.	1882	122
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov.	" "	1875	110½
Elgin and State Line	189,000		Jan. & July.	" "	1879	----
Great Western, Ill:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	91
Land Security	3,344,600	7	April & Oct.	" "	1881	101
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	102
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112½
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---			----	----
Mortgage	125,000	7			1866	----
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	115
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	123
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	123
Convertible	1,002,000	7	" "	" "	1867	105
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	----
Construction	11,432,500	7	April & Oct.	London.	1875	----
Construction	2,896,500	6	" "	New York.	1875	122
Eight per cent. bonds	287,000	8	March & Sept.	" "	1865	----
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	364,000	10	" "		----	120
Income	20,500	---			----	----
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7			1858	68
Ind., Pittsbburg and Cleveland:						
1st Mortgage	650 000	7	Jan. & July.	New York.	1870	----
2d Mortgage	314,000	7	" "	" "	----	----
Indianapolis and Madison:						
Mortgage	661,000	7	May & Nov.	New York.	1881	83
Jeffersonville:						
1st Mortage	187,000	7	March & Sept.	New York.	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland:						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6			----	----
1st Mortgage	260,000	7			----	----
2d Mortgage (convertible)	1,000,000	7			----	----
3d Mortgage	600,000	7			----	----
Guaranteed by Covingto	200,000	6			----	----
Cincinnati (exchanged)	100,000	6			----	----
Keokuk, Ft. D. Moines and Minn.:						
City of Keokuk, 20 years	400,000	8†			----	----
City of Keokuk, (special tax)	150,000	10†			----	----
Keokuk, Mt. Pleas't and Muscat.:						
Lee County	150,000	8			----	----
City of Keokuk	200,000	8			----	----
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	----
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	110
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	903.000	7	May & Nov.	Milwaukee.	----	----
2d Mortgage (Eastern Div)	1,000,000	†			----	----
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	----	----
2d Land Grant (Western Div.)	353,600	†	" "	"	----	----
3d Mortgage (whole road)	1,700,000	†			----	----
Unsecured Bonds	1,785,000	†			----	----
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	130,000	6		Lexington.	'64-'74	----
Little Miami:						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	103
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	----
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	104½
Extension Bonds	175,000	7	May & Nov.	" "	1890	101
Long Dock Co.:						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1882	110
Mortgages on Land	473,809	7	" "	" "	----	----
Louisville and Frankfort:						
Louisville Loan	100,000	---	Jan. & July.	New York.	1881	----
1st Mortgage	223,000	---	" "	" "	'63-'78	----
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	----
1st Mortgage	2,000,000	7	Feb. & Aug.	" "	1883	----
Lebanon Branch 1st Mortgage	400,000	7			var.	----
Memphis Branch 1st Mortgage	300,000	7			var.	----
McMinnville and Manchester:						
State [Tenn.]	372,000	6			----	----
Mortgage	24,000	7			----	----
Mortgage	10,000	6			----	----
Marietta and Cincinnati:						
1st Mortgage Bonds	609,978	7	Feb. & Aug.	New York.	1891	105½
1st Mortgage sterling	1,000,000	7	" "	" "	1891	----
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6			1880	----
1st Mortgage	1,600,000	7			----	----
Memphis, Clarkesv. and Louisv.:						
State [Tenn.] Loan	910,000	6			----	----
Memphis and Ohio:						
State [Tenn.] Loan	$1,340,000	6			----	----
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	98
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	" "	N.Y. & Boston	1869	129
1st Mortgage (S. F.), convertible	4,434,000	8	April & Oct.	" "	1882	130
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	2,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	21,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	41,000	7	March & Sept.	" "	1862	----
Northern Indiana, conv.	10,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	77,000	7	" "	" "	1865	88
Goshen Air Line	693,000	7	" "	" "	1868	103
Detroit and Toledo	734,000	7	" "	" "	1876	105
1st General Mortgage (S. F.)	4,512,000	7	May & Nov.	" "	1885	116
2d General Mortgage	2,194,500	7	" "	" "	1877	103
*Milwaukee and Beloit:						
1st Mortgage	630,000	8			----	----
*Milwaukee and Horicon:						
1st Mortgage	420,000	8			----	----
2d Mortgage	600,000	8			----	----
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1891	116
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.		1892	----
1st Mortgage	350,000	7	" "		1883	----
Mississippi Central:						
1st Mortgage	1,007,363	7			----	----
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6			----	----
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.	----	----
2d Mortgage (S. F.)	400,000	8		" "	----	----
Oskaloosa Division	500,000	7		" "	----	----
1st Land Grant	2,000,000	7		" "	----	66
2d Land Grant	700,000	---		" "	----	----
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6			1885	----
Mississippi State Loan	202,799	6			----	----
1st Mortgage	171,000	7			1876	----
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6			----	----
Tennessee State Loan	674,860	6			----	----
Alabama State Loan	389,410	6			----	----
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	----
Sterling	878,035	6			1883	----
Mississippi State Loan	200,970	6			----	----
Montgomery and West Point:						
Alabama State Loan	122,622	---			----	----
Mortgage (due 1860, '63 and '65)	350,000	6			var.	----
Mortgage	450,000	8			1866	----
Muscogee:						
1st Mortgage	249,000	7			----	----
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---			----	----
Chat. and Clev. Subsc. (endors.)	231,000	---			----	----
*New Albany and Salem:						
Crawfordsville	175,000	7			----	----
1st Mortgage	500,000	10			----	----
1st Mortgage	2,235,000	6			----	----
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1868	96
Extension	116,000	6	May & Nov.	"	1873	----
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	----
1st Mortgage (H & Hamp.)	103,000	6				
New Jersey:						
Company's (various)	642,500	---	Semi-ann'ally.	New York.	var.	102½
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5			'63 '4'8	----
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	----
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6			----	----
New Orleans City Subscription	1,500,000	5			----	----
1st Mortgage (S. F.)	566,000	8			1889	----
New York Central:						
Premium (S. F.) Bonds	7,146,104	6	May & Nov.	New York.	1883	112½
Buffalo & Niagara F. R. R. B'ds.	24,000	7	Jan. & July.	" "	1864	103
Funding (S. F.) Bonds	1,448,000	7	Feb. & Aug.	" "	1876	118½
Exchanged St'ks (S. F.) B'ds	668,000	6	May & Nov.	" "	1883	104½
" " (") B. & N. F.	78,000	6	" "	" "	1883	----
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	105
Real Estate Bonds & Mortgages	210,273	7	var.	" "	var.	----
" " " "	25,502	6	"	" "	1883	101
Bonds of June, 1854	2,949,200	7	June & Dec.	" "	1864	103
Bonds of Aug. 1859, Convertible	781,000	7	Feb. & Aug.	" "	1876	130
Bonds of Dec. 1862, (S. F.)	----	6	June & Dec	" "	1887	110
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	113
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	120
3d Mortgage	6,000,000	7	" "	" "	1883	123
4th Mortgage	5,120,000	7	April & Oct.	" "	1880	129
5th Mortgage	1,739,500	7	June & Dec.	" "	1888	121
Buffalo Branch	200,000	7	Jan. & July.	" "	1891	----
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	111
2d Mortgage	1,000,000	7	Feb. & Aug.	"	1864	100
3d Mortgage	980,300	7	Jan. & July.	"	1867	108
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1866	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1875	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$232,000	6	Feb. & Aug.	New York.	73-'78	----
North Carolina:						
State Loan	3,000,000	6	----	----	----	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----	----	----	----
2d Mortgage	224,500	---	----	----	----	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (irredeemable)	1,500,000	6	"	"	----	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	----
N. C. Contract	7,100	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	110
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	107¾
2d Mortgage	3,077,000	7†	" "	" "	1861	36
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	99½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	106
Chattel Mortgage	360,000	10	" "	"	1887	122
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	104
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	90
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,220,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-87	76
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction	3,235,000	7	" "	" "	----	65
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	118
2d Mortgage	2,461,000	6	April & Oct.	"	1875	114
2d Mortgage Sterling	2,283,840	6	" "	London.	1875	
State Works Bonds	6,900,000	5	Jan. & July.	Harrisburg.	1894	105½
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (R. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----	----	----	----
1st Mortgage (1859-'70-'75)	565,000	6	----	----	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----	----	var.	----
Special Mortgage (1865-'68)	175,000	6	----	----	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----	----	var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	182,400	5	" "	"	1880	103
" 1849, "	2,950,600	6	April & Oct.	"	1870	107½
" 1861, "	110,000	6	Jan. & July.	"	1871	100
" 1843, "	1,531,800	6	" "	"	1880	108
" 1844, "	810,000	6	" "	"	1880	112
" 1848, "	101,000	6	" "	"	1880	110½
" 1849, "	67,000	6	" "	"	1880	110
" 1857, (convertible)	2,480,500	6	" "	"	1886	143
" 1856, "	1,442,000	7	" "	"	1886	125
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,490,500	6	Jan. & July.	Philadelphia.	1884	141½
Improvement	88,500	6	May & Nov.	Boston.	1868	----
Pittsburg and Connellsville.						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	121
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	114½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	98
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1865	----
" "	39,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	----
Quincy and Chicago:						
1st Mortgage	1,300,000	---	----	----	1873	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$630,000	8	----	New York.	----	----
1st Mortgage (West'rn Division)	757,000	8	----	" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---	----	----	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6	----	----	1860	----
Richmond and Petersburg:						
Coupon	159,000	---	----	----	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	75
2d Mortgage	937,500	7	" "	"	1863	35
3d Mortgage	440,000	7	" "	"	1863	8
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
2d Mortgage	997,000	7	----	----	1866	----
3d Mortgage	1,000,000	7	----	----	1875	----
Six per cents	422,324	6	----	----	1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	80
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7	----	----	1880	----
3d Mortgage	75,000	7	----	----	1870	----
Dividend Bonds	129,083	7	----	----	1873	----
South Carolina:						
State Loan	187,000	5	----	----	1868	----
Sterling	183,333	6	----	----	1863	----
Sterling	2,000,000	5	----	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----	----	----	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----	----	1875	----
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000	---	----	----	----	----
2d Mortgage	450,000	---	----	----	----	----
*Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----	New York.	----	90
St. Louis City Subscription	500,000	---	----	----	----	----
St. Louis County Subscription	1,000,000	---	----	----	----	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	105
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	94½
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	85
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----	----	----	----
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	105
1st M. (I. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	87
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Interest Bonds	151,830	7	----	----	----	85
*Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	93
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	36½
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	81
Mortgage (coupons)	198,000	5	" "	Richm'd &	1872	----
Mortgage, (coupons)	926,000	6	" "	New York.	1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	80
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	20
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	----
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	110½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	109
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July,	Philadelphia.	1880	112½
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144,500	6	----	----	1868	----
Company's endorsed by State	150,000	6	----	----	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (----) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	----	50.6	---	---	----	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	----	101,102	37,806	—	----
28 Feb '59	30.3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	----	55,791	31,852	—	----
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	----	207,626	111,232	—	----
30 Jun. '59	57.0	—	----	171.3	---	---	----	*Mobile and Girard*	1,500,000	*	—	----	----	----	----	57.0	236,791	76,773	21,006	—	----
1 May, '61	469.3	13.5	----	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	----	----	----	----	----	----	1,402,858	695,370	—	----
29 Feb. '60	88.5	28.4	----	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	222,622	23,579	2,582,505	116.9	----	505,156	260,269	6	----
								ARKANSAS.													
3 Nov. '58	38.5	—	----	107.5	---	---	----	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	----
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	---	---	----	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	----	230,251	104,594	----	----
								CONNECTICUT.													
1 Feb. '63	23.8	—	8.2	—	4	5	44	Danbury and Norwalk	344,475	66,483	—	307,010	100,000	—	418,825	23.8	47,301	61,546	36,019	5	----
30 Sep. '62	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,902,356	302,511	—	1,936,740	2,037,500	211,574	4,443,584	122.4	229,088	301,402	126,918	—	----
31 Aug. '63	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,260,095	254,000	141,706	2,350,000	927,000	—	4,181,255	73.0	404,297	958,459	596,153	17	142
31 Dec. '62	74.0	—	8.9	—	11	17	256	Housatonic	2,439,775	*	—	2,000,000	240,000	61,872	2,625,236	124.0	----	284,485	70,187	—	----
31 Dec. '62	57.0	—	1.3	—	7	11	175	Naugatuck	1,210,899	200,000	11,850	1,031,800	358,050	26,924	1,594,661	62.0	----	206,420	97,700	6	----
31 Dec. 62	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156,429	1,644,967	62.0	127,390	135,072	—	—	117½
30 Nov. '63	84.8	3.8	9.3	—	3	3	—	New Haven and Northampton	2,305,204	28,748	—	1,010,000	650,000	—	2,363,942	—	—	—	—	3½	----
30 Nov. '63	66.0	—	5.9	—	8	12	105	New London Northern	687,152	*	—	602,152	75,200	—	687,152	66.0	156,468	189,425	60,708	6½	90
31 Mar. '62	61.3	1.0	63.8	—	28	74	407	New York and New Haven	4,643,832	712,493	—	3,000,000	2,000,000	—	5,754,362	117.4	518,810	1,036,437	454,096	12	160½
30 Nov. '63	59.4	7.0	8.3	—	16	17	363	Norwich and Worcester	2,463,983	149,711	214,100	2,122,600	764,300	21,126	3,074,971	66.4	307,841	432,559	180,839	5½	110
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	----
31 Oct. '62	16.2	—	----	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	----	27,283	10,290	9	----
								FLORIDA.													
-- -- '62	154.2	—	----	150	---	---	----	*Florida*	----	----	—	----	----	----	----	----	----	----	----	—	----
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	----	7,857	3,535	—	----
-- -- '62	59.9	—	5.0	—	---	---	----	*Flo., Atlantic and Gulf Central*	----	----	—	----	----	----	----	----	----	----	----	—	----
-- -- '62	100.0	3.9	10.0	153.5	---	---	----	*Pensacola and Georgia*	----	----	—	----	----	----	----	29.4	----	----	----	—	----
								GEORGIA.													
30 Jun. '60	86.7	—	----	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	----	418,036	265,827	8	125
-- -- '62	92.6	—	8.7	70.9	---	---	----	Atlantic and Gulf—M. Trunk	----	----	—	----	----	----	----	30.0	----	----	----	—	----
31 Dec. '60	53.0	—	----	—	---	---	----	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	----	53.0	----	168,988	95,612	—	----
30 Apr. '60	43.5	—	----	23.7	---	---	----	Brunswick and Florida	755,000	*	—	151,887	----	—	----	31.0	----	----	----	—	----
30 Nov. '60	191.0	—	----	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879,468	1,715,025	764,574	10	----
31 Mar. '60	171.0	61.0	----	—	---	---	----	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	----	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,676	19	72
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	----	202,714	110,516	8	----
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	----	----	----	—	----
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	----	----	388,853	13	----
30 Sep. '59	138.0	—	----	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	----	832,343	454,541	—	----
								ILLINOIS.													
31 Dec. '63	220.0	—	----	—	52	32	846	Chicago and Alton	8,280,639	*	—	4,205,939	4,085,000	—	9,392,415	281.0	1,002,440	1,673,706	701,866	2½	90
30 Apr. '63	138.0	—	26.0	—	73	46	1,249	Chic., Burlington and Quincy	6,444,452	1,490,361	4,438,510	5,738,640	6,102,594	—	13,179,500	268.0	1,808,146	2,412,821	1,206,089	8	132
1 Apr. '63	242.0	—	----	29.0	36	23	705	Chicago and Northwestern	12,325,889	510,983	—	3,731,316	8,335,000	226,641	13,147,136	242.0	----	1,083,054	448,508	—	55½
31 Mar. '64	181.8	—	----	—	61	69	1,195	Chicago and Rock Island	7,429,633	*	—	6,000,000	1,402,748	—	8,380,575	228.4	1,162,8[illegible]0	2,143,875	1,103,414	6	117½
31 Dec. '63	121.0	138.7	50.0	—	74	81	1,459	Galena and Chicago Union	8,040,164	1,366,988	525,451	6,025,400	3,506,000	—	10,962,115	341.7	1,484,06[illegible]	2,201,48[illegible]	1,279,40[illegible]	6	152
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	----	4,214,342	180.0	----	742,097	377,476	—	65½
31 Dec. '63	454.8	252.5	----	—	116	101	2,978	*Illinois Central*	28,610,229	*	—	19,015,970	17,320,000	—	36,335,970	708.3	3,010,697	4,571,028	2,118,847	6	135
-- -- --	148.0	—	----	—	---	---	----	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	----	----	148.0	----	----	----	—	----
31 Dec. '63	195.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,600,000	----	—	3,900,000	6,700,000	—	10,600,000	209.0	18 mos.	2,202,415	704,650	—	65½
								INDIANA.													
-- -- --	108.0	—	----	—	---	---	----	Cincinnati and Chicago	2,080,433	*	----	1,106,679	1,006,125	----	----	108.0	----	----	----	—	----
31 Aug. '57	109.0	—	----	—	---	---	----	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	----	249,867	119,342	—	----
31 Dec. '62	72.4	—	----	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	----	442,893	158,541	—	72
1 Dec. '58	89.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	----	448,858	230,834	9	100
1 Dec. '62	84.0	—	----	—	---	---	----	Ind., Pittsburg and Cleveland	1,879,880	*	10,000	835,971	991,400	11,036	2,193,839	84.0	----	450,079	247,338	—	----
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,868	268,156	—	----
1 Mar. '63	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,433,812	*	—	772,812	661,812	—	1,538,763	132.0	----	285,974	104,951	—	100
-- -- '58	288.0	—	----	—	---	---	----	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	----	645,827	371,40	—	36½
30 Nov. '63	73.0	—	----	—	21	17	415	Terre Haute and Richmond	1,611,450	*	285,679	1,517,450	94,000	—	2,326,955	73.0	357,302	774,615	307,527	13	125
								IOWA.													
1 Jun. '58	75.5	—	----	201.5	---	---	----	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	----	----	----	—	----
31 Dec. '59	86.0	—	----	—	---	---	----	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	----	86.0	7 mo's.	85,239	46,771	—	----
31 Dec. '63	100.0	—	----	269.0	10	7	189	Dubuque and Sioux City	3,260,485	63,951	—	2,998,253	800,000	37,020	3,529,922	100.0	134,881	276,197	155,839	—	----
1 Jun. '58	38.5	—	----	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	----	----	38.5	11 mo's.	458,821	21,356	—	----
-- -- '62	135.0	95.0	----	312.0	---	---	----	Mississippi and Missouri	4,198,000	*	—	2,700,000	4,600,000	15,000	----	230.0	----	----	----	—	65½
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	---	---	----	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	----	426,408	227,534	—	----
30 Jun. '62	29.0	—	----	— }	13	10	230	} Lexington and Frankfort	596,728	52,300	—	514,573	130,000	—	746,068	29.0	215,031	78,985	26,794	2	80
30 Jun. '62	65.1	----	----	— }				} Louisville and Frankfort	1,396,229	126,735	6,540	1,104,587	402,519	—	1,655,859	65.1		179,251	62,421	2	66
30 Jun. '63	185.0	83.0	18.2	—	43	27	378	Louisville and Nashville	9,128,757	*	—	5,892,199	2,997,500	76,715	9,797,911	268.0	595,258	1,777,983	1,062,165	—	----
								LOUISIANA.													
31 Dec. '60	80.0	—	----	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	586,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	----
31 Mar. '61	206.0	—	----	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	----	2,665,000	1,150,717	----	206.0	----	1,232,624	555,434	—	----
31 Aug '60	53.7	—	----	135.3	---	---	—	*Vicksburgh, Sreveport & Texas.*	1,662,691	*	—	1,283,015	248,969	108,434	1,710,819	53.7	----	----	----	—	----
								MICHIGAN.													
30 Sep. '62	57.0	—	----	—	—	—	—	Chic. Detroit & Can. G. T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	----
30 Jun. '62	188.0	—	----	—	---	---	----	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	----	9,008,369	188.0	----	340,898	----	—	----
31 May '63	284.8	—	28.4	—	98	85	1,559	Michigan Central	13,805,576	*	—	6,057,436	7,999,489	—	14,834,955	329.8	1,448,558	2,946,560	1,674,200	8	155
31 Mar. '64	246.0	281.0	----	—	96	110	1,135	Mich. S'th'n & N'th'n Indiana	13,619,184	1,644,259	1,663,568	10,120,400	8,287,255	—	18,407,655	527.0	2,171,477	3,384,294	1,630,777	—	101½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	----	1,550,000	----	----	----	----	----	----	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	----	—	—	----	575,000	----	----	----	----	----	----	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	----	—	—	----	600,000	----	----	----	----	----	----	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	----	—	—	----	500,000	----	----	----	----	----	----	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	----	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	----	584,342	328,092	—	----
31 Oct. '59	71.4	—	----	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	----	176,462	116,433	—	----
31 Dec. '58	83.2	—	----	60.4	---	---	----	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	----	----	83.2	----	250,047	121,659	—	----
								MISSOURI.													
31 Aug. '63	06.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,153,836	7,177,000	—	----	206.8	579,324	1,047,567	420,026	—	45
31 Dec. '62	268.8	—	17.7	68.0	21	26	307	*North Missouri*	6,898,779	504,963	—	2,459,207	4,350,000	----	----	168.8	----	444,460	182,895	—	----
31 Dec. '62	152.0	—	3.6	—	---	---	----	*Platte County*	1,200,000	*	—	500,000	700,000	----	----	52.0	----	----	----	—	----
28 Feb. '63	196.0	—	14.4	87.3	34	30	420	*Pacific*	11,162,670	862,617	—	3,486,916	7,000,000	137,019	20,455,420	196.7	507,040	679,956	227,398	—	----
28 Feb. '63	77.0	—	3.9	206.0	—	—	—	*South Western Branch*	4,775,786	116,888	—	71,518	4,500,000	----	----	114.0	93,271	241,482	128,886	—	----
30 Sep. '62	86.5	3.0	8.2	—	16	13	219	*St. Louis and Iron Mountain*	5,281,496	844,166	—	1,971,127	3,501,000	57,861	5,996,277	90.1	232,031	358,385	65,259	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance (Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,361	36.5	76,844	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,990,998	109.5	139,953	172,113	91,487	—	—
31 May, '63	92.7	9.5	.....	—	13	2	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,952	4,259,303	109.2	186,240	323,052	174,028	—	—
31 May, '63	51.3	—	.....	—	10	4	103	Portland, Saco and Portsmouth	1,494,792	*	100,000	1,500,000	—	—	1,632,446	51.3	—	283,197	170,276	6	112
31 May, '59	37.0	—	.....	—	.....	.....	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,403	23,404	—	.....
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,541,011	286.8	.....	3,922,203	2,305,788	6	117
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	127
31 Dec. '68	138.0	4.0	16.4	—	53	29	1,318	Northern Central	7,916,244	774,568	501,896	2,260,000	4,850,000	—	10,346,232	261.0	1,012,096	2,307,448	620,581	—	60½
								MASSACHUSETTS.													
30 Nov. '63	26.7	1.8	43.6	—	22	40	616	Boston and Lowell	2,215,248	183,345	—	1,830,000	440,000	5,629	2,275,629	70.9	372,053	503,718	167,051	7	120
30 Nov. '63	74.3	8.8	51.1	—	36	74	635	Boston and Maine	4,380,349	446,557	499,903	4,076,974	—	—	4,076,974	119.3	649,882	1,018,326	482,656	8	139½
30 Nov. '63	47.0	7.0	32.5	—	25	41	238	Boston and Providence	2,952,600	207,400	—	3,160,000	87,720	—	3,247,720	61.8	428,301	853,727	397,729	8	157
30 Nov. '63	44.6	24.0	60.1	—	30	68	313	Boston and Worcester	2,062,594	437,416	100,000	4,500,000	—	—	4,500,000	83.6	573,514	1,202,654	488,357	9	146
30 Nov. '63	48.0	1.1	2.7	—	7	15	102	Cape Cod Branch	997,766	128,865	—	681,666	121,000	—	1,087,722	47.1	77,036	130,058	69,191	6	68½
30 Nov. '63	50.0	2.4	9.5	—	12	19	164	Connecticut River	1,614,375	187,568	—	1,591,100	250,000	—	1,943,286	52.4	169,351	344,194	168,008	6	112
30 Nov. '63	44.2	30.5	27.5	—	20	71	424	Eastern	4,007,268	315,165	264,102	3,000,000	1,837,600	56,500	4,894,100	89.0	477,753	812,556	390,594	6	105
30 Nov. '63	50.9	42.5	74.8	—	25	37	457	Fitchburg	3,189,851	250,149	—	3,540,000	—	—	3,874,507	93.4	389,738	732,262	328,943	6	126
30 Nov. '63	12.4	—	2.3	—	2	4	26	Lowell and Lawrence	332,885	30,275	—	200,000	75,000	3,961	367,496	—	.....	21,780	21,275	6	.....
30 Nov. '63	14.5	—	17.2	—	10	17	304	Nashua and Lowell	558,919	95,684	—	600,000	—	—	704,346	71.0	167,154	223,794	59,077	8	126
30 Nov. '63	20.1	1.5	1.2	—	5	16	69	New Bedford and Taunton	480,160	52,518	14,000	500,000	285,000	—	785,500	36.7	41,995	164,207	54,797	6	87½
30 Nov. '63	33.0	—	0.7	—	4	6	19	N. York and Boston Air Line	1,079,387	49,222	—	357,155	662,900	206,502	1,245,565	33.0	67,883	53,233	—	—	14½
30 Nov. '63	79.5	7.8	26.5	—	25	64	505	Old Colony and Fall River	3,179,661	254,503	—	3,015,100	416,000	339,915	3,771,015	102.1	435,407	722,068	411,544	6	126
30 Nov. '63	48.4	1.0	14.9	—	13	16	368	Providence and Worcester	1,409,228	213,182	—	1,650,000	26,000	—	1,676,000	44.4	226,461	384,512	169,145	8	137½
30 Nov. '63	16.9	—	1.7	—	3	4	197	Salem and Lowell	381,470	82,543	—	243,305	226,900	1,386	471,592	—	—	17,520	17,252	1½	110
30 Nov. '63	11.1	0.6	1.2	—	3	11	72	Taunton Branch	273,429	39,727	—	250,000	—	—	298,962	11.7	51,675	165,405	33,698	8	110½
30 Nov. '63	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	1,903,250	—	—	923,942	979,308	—	1,903,250	—	—	—	—	—	40½
30 Nov. '63	69.3	8.0	5.5	—	10	13	179	Vermont and Massachusetts	3,309,557	207,343	—	2,214,225	925,760	—	3,821,695	77.3	112,506	271,815	140,136	—	42
30 Nov. '63	158.1	17.3	126.6	—	73	63	1,179	Western (incl. Alb. & W.S. etc.)	10,167,143	1,095,712	—	5,150,000	6,267,520	—	4,746,604	218.0	1,275,929	2,439,838	1,232,831	9	152½
30 Nov. '63	45.7	—	9.8	—	10	12	145	Worcester and Nashua	1,116,597	116,000	—	1,141,000	103,700	39,891	1,373,159	45.7	188,647	251,024	132,153	6	90
								NEW HAMPSHIRE.													
31 Mar. '63	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	2,992,686	93.5	.....	247,279	124,406	—	62½
30 Nov. '63	53.6	—	8.0	—	18	16	246	Cheshire	2,475,846	322,266	—	2,085,925	685,400	—	2,969,852	53.6	338,025	382,183	139,645	2	.....
31 Mar. '63	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	.....	470,078	125,286	7	60½
31 Mar. '63	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,245	—	—	1,000,000	12,300	20,904	.....	ope	r. by C'd	—	83,524	7	121
31 Mar. '63	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	37,791	11,913	—	.....
31 Mar. '63	60.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	59,114	3,248,214	82.0	.....	366,846	153,718	4	88½
30 Apr. '63	24.7	—	2.2	—	5	2	50	Sullivan	1,480,730	*	—	500,000	750,000	277,210	.....	24.7	.....	81,121	13,183	—	.....
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	—	.....	.....	.....	Belvidere Delaware	3,170,126	*	—	997,862	2,089,500	173,982	3,261,344	76.0	.....	259,921	113,533	—	.....
31 Dec. '62	63.9	32.0	.....	8.0	.....	.....	.....	Camden and Amboy	6,070,233	*	3,971,080	5,009,200	8,620,181	—	.....	124.2	.....	3,040,148	1,728,548	10	190
31 Dec. '62	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,837,386	*	—	1,000,553	1,037,376	117,095	2,155,024	60.2	.....	144,386	65,128	—	15
31 Dec. '63	64.0	—	48.0	100	51	29	574	Central of New Jersey	5,901,676	773,000	609,636	4,620,160	2,000,000	—	7,708,800	64.0	812,041	1,941,276	1,127,244	10	171
31 Dec. '62	63.0	—	—	45.5	11	15	91	Morris and Essex	1,629,202	*	57,000	1,157,800	340,000	—	1,756,710	53.0	147,000	226,448	101,520	7	.....
31 Dec. '63	33.8	—	.....	—	.....	.....	.....	New Jersey	3,640,516	448,573	1,461,396	4,397,800	642 500	400,017	5,739,574	33.8	—	1,286,600	694,914	10	.....
31 Dec. '62	21.3	—	.....	—	2	6	17	Northern New Jersey	422,297	*	—	156,850	204 200	77,798	438,798	21.2	—	90,618	29,592	—	165
31 Dec. 62	.....	.....	.....	.....	.....	.....	.....	Raritan and Delaware Bay	2 450,417	*	—	1,203,553	1,250,000	143,608	2,597,161	—	[2 mos.	10,588	—	—	25
31 Dec '62	24.0	—	.....	—	—	—	—	Warren	1,907,750	—	—	1,307,750	600,000	—	1,907.750	24.0	.....	239,889	124,742	6½	110
31 Dec. '62	38 5	—	.....	47.	—	—	—	West Jersey	821,984	*	—	581.893	212,500	31,743	821,984	—	82,936	90,122	43,623	—	.....
								NEW YORK.													
31 Dec. '63	48.0	—	2.9	—	8	8	140	Atlantic and Great Western	2,587,725	*	—	903,996	1,587,665	—	2,587,725	48.0	.....	329,223	176,043	—	.....
30 Sep. '62	142.0	—	13.0	—	28	32	402	Buffalo, New York and Erie	3,188,461	—	160,677	850,000	2,426,714	135,547	3,682,852	176 0	609,076	823,425	275,486	—	100
30 Sep. '62	68.3	—	14.5	—	29	24	399	Buffalo and State Line	2,277,838	506,576	149,000	1,977,950	949,000	—	2,926,950	88.0	437,522	1,307,921	636,570	11	201
31 Dec. '63	460.0	97.0	320.0	—	243	109	3,897	Erie	39,404,648	*	264,929	20,105,200	19,961,000	—	42,841,569	807.0	5,858 687	10,469,481	3,511,414	7½	118
30 Sep. '62	144.0	4.0	115.1	—	65	117	688	Hudson River	10,749,863	1,363,931	—	3,758,466	9,363,750	298,424	13,420,640	148.0	1,152,545	2,637,529	1,269,954	—	146
30 Sep. '62	96.0	2.5	11.4	—	14	37	117	Long Island	2,567,162	361,312	—	1,852,716	782,462	15,213	2,928,474	100.5	226,611	293,457	109,137	2½	45
30 Sep. '63	297.8	258.1	400.0	—	239	255	4,424	New York Central	27,098,991	5,646,077	791,965	24,209,000	13,779,648	284,411	42,859,880	654.9	5,692,223	10,897,631	3,994,999	7	134½
30 Sep. '62	130.7	2.1	29.0	—	32	77	441	New York and Harlem	9,385,740	650,804	—	5,717,100	5,995,061	69,136	11,781,297	163.0	507,373	1,154,003	456,698	—	285
30 Sep. '62	118.0	3.8	17.8	—	28	14	450	Northern (Ogdensburg)	4,091,455	728,524	—	4,571,900	1,494,900	—	6,066,800	121.8	341,704	492,433	176,753	—	1½
30 Sep. '62	35.9	—	2.2	—	6	10	54	Oswego and Syracuse	698,935	116,626	—	396,340	208,500	16,375	815,161	38.1	75,623	140,634	77,550	7	.....
30 Sep. '62	25.2	—	2.0	—	7	11	66	Rensselaer and Saratoga	742,980	157,048	—	610,000	244,750	—	900 028	27.2	.....	276,276	66,345	6½	.....
30 Sep. '62	172.1	17.5	15.4	—	22	17	358	Rome, Water'n & Ogdensb'g	3,092,378	368,305	—	1,499,100	1,923,000	64,292	3,486,392	189.6	309,922	458,512	230,219	4	105
30 Sep. '62	21.0	—	1.6	—	—	—	—	Saratoga and Schenectady	480,684	—	—	300,000	65,000	—	480,684	incl.	in Ren	s. & Sar.	—	—	.....
30 Sep. '62	40.9	6.6	3.9	—	8	11	84	Saratoga and Whitehall	824,622	77,585	—	500,000	376,000	6,337	882,337	51.3	111,286	146,227	52,258	—	.....
30 Sep. '62	18.0	—	0.4	—	2	6	6	Staten Island	267,106	36,443	—	63,102	193,687	70,919	327,708	13.0	50,277	37,010	.....	—	.....
30 Sep. '62	81.0	—	7.6	—	12	12	117	Syracuse, Binghamton & N.Y.	2,863,540	2,654	—	1,200,130	1,640,757	103,570	2,944,457	88.6	229,424	280,871	172,757	—	.....
30 Sep. '62	34.9	—	3.7	—	10	9	125	Troy and Boston	1,371,576	198,937	—	606,911	808,500	271,097	1,686,508	50.0	247,898	271,158	134,958	—	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
— — '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	.....	.....	.....	223.0	.....	.....	.....	—	.....
— — '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	.....	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	.....
15 Mar. '60	81.0	3.0	.....	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	.....
								OHIO.													
31 Dec. '63	60.0	50.0	.....	186.0	21	6	414	Atlantic and Great Western	2 042,067	*	—	977,983	717,000	—	2,042,067	40.0	.....	154,600	78,927	—	.....
31 Dec. '62	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	11,000	1,559,313	1,169,000	2,126	3,376,255	118.2	.....	541,150	234,320	—	.....
31 Aug. '61	187.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	699,716	230,551	—	14
31 Mar. '63	60.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,933,788	481,083	91,947	2,155,800	1,334,000	—	3,988,193	198.3	.....	877,404	464,415	10	134
31 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	.....
31 Dec. '62	135.4	55.8	.....	—	29	32	634	Cleveland, Columbus and Cinc.	4,230,777	723,116	75,010	5,000,000	510,000	—	6,454 130	191.2	926,628	1,724,917	1,033,637	20	169
31 Dec. '62	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	23,840	1,036,065	1,752,400	128,857	2,917,322	67.0	248,387	375 209	228,651	—	45
31 Oct. '63	96.5	1.2	31.5	—	31	37	801	Clev., Painesville & Ashtabula	3,566,396	738,202	500,000	3,600,000	1,503,000	—	5,103,000	96.7	562,396	2,066,623	1,268,785	23	.....
30 Nov. '62	101	102.5	.....	—	45	30	896	Cleveland and Pittsburg	7,836,094	*	—	3,832,712	4,324,605	94,329	8,251,646	203.5	.....	1,436,317	552,800	—	116
31 May '63	109.2	79.4	.....	—	32	40	498	Cleveland and Toledo	6,700,495	530,727	55,025	3,526,800	3,667,595	—	7,810,858	188.6	663,371	1,361,537	747,562	—	147½
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '62	54.5	—	10.4	—	13	11	218	Columbus and Xenia	1,413,386	246,565	541,249	1,490,800	282,900	—	2,076,202	ope	r. w. Lit.	Miami.	229,883	15	.....
31 Mar. '63	144.0	—	7.9	—	16	8	373	Dayton and Michigan	5,454,748	339,553	5,500	2,452,217	2,604,190	810,424	6,509,826	144.0	414,779	663,705	451,540	—	.....
30 Nov. '63	83.5	—	37.8	—	25	22	437	Little Miami	3,544,158	492,979	442,283	2,981,267	1,400,000	—	4,879,806	138.0	846,882	1,632,488	689,649	15	140
30 Jun. '63	173.8	30.6	13.1	—	37	24	488	Marietta & Cincinnati, re-org.	10,722,322	*	—	10,379,554	373,487	53,095	11,164,820	226.6	445,157	620,025	299,630	—	.....
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	5,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	1½
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,786	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
30 Jun. '63	153.9	52.0	.....	—	31	26	422	Sandusky, Dayton and Cinc.	3,986,868	595,400	232,179	2,697,090	2,488,825	7,800	5,401,088	205.9	418,328	599,880	115,290	—	.....
31 Dec. '62	116.0	9.0	.....	—	10	10	237	Sandusky, Mansfield & New'k	2,309,419	*	—	848,770	1,313,800	105,610	2,608,287	125.0	214,404	239,395	82,988	—	.....
31 Dec 63	242.4	—	.....	—	47	18	928	Toledo & Wabash	9,995,636	*	28,808	2,514,776	6,651,830	38,272	10,152,682	250.0	1,279,950	1,439,798	540,921	—	69

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies nil. Running *dots* (----) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Dec. '63	93.0	25.0	11.0	19.0	28	6	406	Atlantic and Great Western	5,634,039	*	—	1,763,506	3,856,000	—	5,634,039	100.0	----	360,215	171,286	—	----
31 Oct. '63	24.5	—	24.9	—	19	3	1,303	Beaver Meadow	1,064,230	400,560	—	1,983,900	1,000	—	1,984,900	24.5	247,080	583,219	342,661	22½	97
30 Sep. '63	65.0	—	6.0	—	—	11	359	Catawissa	3,634,000	*	—	3,500,000	284,000	3,868,380	3,852,380	146.0	328,613	308,567	11,465	—	20½
31 Oct. '63	52.0	—	4.5	4.0	12	8	66	Cumberland Valley	1,131,037	*	—	956,900	270,000	16,481	1,243,381	152.0	165,712	276,338	118,193	8	----
31 Oct. '63	110.7	2.8	47.2	—	74	20	4,839	Del., Lackawanna and West'n	7,018,294	2,160,583	—	5,698,250	4,571,000	1,006,951	13,276,201	202.0	1,469,494	1,757,083	828,145	9	240
31 Oct. '63	35.8	1.1	3.2	—	7	4	65	East Pennsylvania	1,161,430	104,941	—	604,190	598,400	—	1,212,590	36.9	151,820	238,243	150,163	—	----
31 Dec. '63	78.0	—	8.5	—	16	7	647	Elmira and Williamsport	2,083,607	*	—	1,000,000	1,000,000	Leas'd t	o Northn	Cen.	196,907	334,790	110,362	—	35
31 Oct '63	18.6	—	4.6	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	18.6	144,871	423,358	169,268	10	----
31 Oct. '63	36.9	18.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,560	*	—	1,182,550	700,000	----	1,882,550	55.5	oper. by	Penn.	R.R.Co.	7	77½
31 Oct. '63	32.0	—	1.3	44.3	3	3	10	Hempfield	1,616,560	41,340	—	1,809,565	500,000	100,000	2,409,565	32.3	27,600	37,047	4,163	—	----
31 Oct '63	31.3	14.5	10.5	—	14	2	100	Huntingdon and Broad Top	1,927,246	*	—	622,345	1,325,992	223,090	2,174,427	54.0	143,578	259,629	101,570	—	36
31 Dec. '63	80.0	—	17.0	—	16	7	1,068	Lackawanna and Bloomsburg	2,802,846	*	—	710,000	1,929,065	68,833	2,707,898	80.0	335,700	478,113	243,838	—	----
31 Oct. '63	46.0	34.0	32.0	—	29	12	1,209	Lehigh Valley	3,622,008	869,222	—	2,297,250	1,465,000	58,127	3,820,377	88.0	386,844	1,320,058	774,674	10	130
31 Oct. '63	28.3	5.5	8.0	—	10	----	61	Little Schuylkill	1,371,868	*	—	2,646,100	960,000	62,227	3,668,327	(Phi	la. & Re	ading	R. R.)	7	56
31 Oct. '63	24.5	106.0	63.3	—	31	----	51	Mine Hill and Schuylk. Haven	3,311,613	*	—	4,132,935	—	—	4,132,935	130.0	319,162	363,367	89,991	8	65
30 Nov. '63	55.6	13.2	10.5	—	17	27	613	North Pennsylvania	5,485,709	404,764	—	3,147,750	3,104,287	—	6,252,037	68.8	274,990	511,396	273,391	—	33½
31 Dec. '63	300.8	56.1	319.0	—	290	173	4,926	Pennsylvania	27,048,814	3,543,484	2,883,457	18,430,250	16,969,124	—	38,245,668	356.9	5,311,202	1,891,413	5,111,413	—	72
31 Oct. '63	17.0	7.0	42.0	17.0	10	41	101	Phila., Germant'n & Norrist'n	1,131,079	235,439	—	1,267,200	405,[illegible]	—	1,672,200	24.0	244,425	334,439	179,565	9	61
31 Oct. '63	230.0	—	21.5	58.0	3	5	530	Phila. and (Sunbury) Erie	—	—	—	5,010,944	8,528,000	80,151	13,619,095	230.0	428,759	699,300	193,456	5½	33
30 Nov. '63	147.4	5.5	187.8	—	166	67	8,430	Philadelphia and Reading	21,074,422	3,765,774	629,348	13,211,228	10,667,328	—	26,618,828	355.0	2,721,689	6,252,902	3,706,900	7	72½
31 Oct. '63	28.2	—	1.9	—	—	—	—	Philadelphia and Trenton	603,822	—	—	999,200	250,000	—	1,249,200	28.2	137,074	614,050	353,648	10	188½
31 Oct. '63	95.9	—	51.4	—	86	98	828	Phila., Wilmington and Balt.	8,[illegible]74,500	*	351,129	7,460,000	1,017,500	—	8,477,500	200.5	647,020	2,540,248	1,602,119	10	75
31 Dec. '63	59.5	—	6.4	89.5	11	10	61	Pittsburg and Connellsville	2,064,387	124,432	—	1,767,373	1,500,000	82,530	3,565,629	72.0	209,746	215,587	105,356	9	12
31 Dec. '63	468.3	—	73.8	—	146	109	1,550	Pittsb'g, Ft. Wayne & Chicago	18,191,294	*	—	6,164,532	12,935,173	—	19,932,741	468.3	3,472,914	5,132,934	2,106,623	—	117
31 Dec. '63	28.0	—	6.2	—	5	1	484	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	Leas'd t	o Northn	Cen.	40,476	144,728	87,112	10	40
31 Oct. '63	29.6	—	3.1	—	5	4	195	Tioga	730,967	106,553	—	367,300	396,500	65,206	832,009	29.6	75,358	126,693	19,970	7	43
								RHODE ISLAND.													
31 Aug. '63	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	256,800	—	----	62.0	297,700	415,309	199,155	6	120
30 Nov. '62	13.6	—	0.5	—	4	3	7	Providence, Warren & Bristol	421,943	13,299	—	437,017	8,500	—	----	13.6	23,954	25,594	6,739	—	----
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,865	195,266	197,905	1,099,536	51.9	----	----	----	—	----
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	884,000	----	----	109.6	----	283,263	151,536	6	----
1 Jan. '59	143.2	21.3	----	—	----	----	----	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	----	164.5	----	341,190	125,871	----	----
28 Feb. '59	102.0	—	----	—	----	----	----	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	----	220,014	96,145	—	----
31 Dec. '60	136.0	106.0	----	—	62	59	790	South Carolina	----	----	----	----	2,643,833	----	----	----	----	1,490,626	701,943	7	----
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	----	----	----	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	----	29,967	19,137	—	----
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	----	140.0	----	318,718	187,466	—	----
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	----	130.3	150,142	297,806	149,167	—	----
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	----	1,635,096	873,597	—	----
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	----	—	—	—	—	—	----
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	----	----	—	—	—	—	—	----
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	318,518	----	59.4	69,870	177,256	60,029	—	----
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	----	47.4	54,175	83,129	44,666	—	----
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	----	34.2	30,065	23,808	13,892	—	----
30 Nov. '60	149.7	44.0	7.9	—	30	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	----	----	159.0	----	734,118	337,384	6	----
1859	—	—	----	—	—	—	—	Nashville and Northwestern	----	—	—	----	----	----	----	—	—	—	—	—	----
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	----	45.8	57,950	127,953	87,243	—	----
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	----	—	—	216,962	413,000	408,477	----	30.0	----	1,248	—	—	----
								TEXAS, (*all aided by State*).													
-- -- '58	32.0	—	----	158.0	----	----	----	Buffalo Bayou, Braz. & Col'r'do	----	----	—	----	----	----	----	32.0	----	----	----	—	----
-- -- '58	56.0	—	----	184.0	----	----	----	Galvest., Houst. & Henderson	----	----	—	----	----	----	----	56.0	----	----	----	—	----
-- -- '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	----	—	275,000	240,000	171,560	----	50.0	31,300	32,670	----	—	----
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	----	70.0	102,200	282,846	196,568	—	----
-- -- '59	25.0	—	----	110.0	----	----	----	San Antonio & Mexican Gulf	----	----	—	----	----	----	----	25.0	----	----	----	—	----
								VERMONT.													
31 Aug. '63	110.3	—	6.6	—	8	12	199	Connect. & Passumpsic Rivers	1,783,542	195,647	—	1,280,400	800,000	----	----	90.7	99,639	208,867	----	—	66
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,168	—	----
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	----	----	1,206,683	62.5	136,761	185,474	67,785	—	----
31 May, '63	117.0	2.0	21.0	—	42	46	841	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	10,000,000	174.[illegible]	886,269	941,045	262,887	—	1½
31 May, '63	47.0	8.5	4.1	9.7	—	—	—	Vermont and Canada	1,687,500	—	—	1,687,500	—	----	1,687,500	ope	r. by Vt.	Central	----	8	114
30 Jun. '63	23.7	—	0.9	—	4	6	39	Vermont Valley	1,212,274	89,612	—	516,164	798,200	----	1,301,886	23.7	48,995	61,267	26,451	—	----
30 Jun. '63	—	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	----	----	ope	r.b.Troy	& Bost.	53,852	—	----
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	----
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	----	118.7	703,034	136,202	43,062	—	----
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	----
30 Sep. '59	103.5	—	----	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	----	----	103.5	345,427	248,004	loss	—	16
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	----	----	----	2,063,655	2,517,500	590,056	----	167.7	270,846	450,427	222,214	—	----
30 Sep. '59	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	----	410,166	201,344	—	----
30 Sep. '59	59.2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	----	326,554	213,852	7½	----
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75,908	6,753,655	148.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	----	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	885,750	204,808	26,853	----	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	----	----	23.7	12,542	—	—	—	----
31 Jan. '60	80.0	—	----	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	----	240,446	121,053	7	----
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280,968	634,081	350,180	5	69½
30 Jun. '60	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	----
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	----	55.0	----	----	----	—	----
31 Dec. '61	199.9	—	24.9	27.8	----	----	----	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	—	----	199.9	----	756,476	329,580	—	----
31 Dec. '62	191.9	42.5	28.3	—	39	32	677	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,826,800	2,454,000	221,282	7,978,841	234.4	----	1,163,734	414,741	—	70
10 May, '62	104.0	—	----	—	8	11	375	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,602,471	142.0	364,331	344,769	83,889	—	----
								CANADA.													
31 Jan. '63	161.0	—	----	—	31	27	40	Buffalo and Lake Huron (½ y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	----	236,798	67,652	—	----
31 Dec. '62	49.0	—	----	—	16	17	214	Montreal and Champlain	2,463,989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	----	242,798	117,842	—	15
30 Jun. '63	1,096	137.0	----	78.0	204	130	2,399	Grand Trunk	77,210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	----	4,368,510	1,154,855	—	----
31 July, '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	----	26,084,180	357.0	----	3,011,860	1,649,510	1½	----
31 Dec. '62	95.0	1.6	----	—	17	20	337	Northern (O. S. & H.)	----	----	----	----	----	----	----	96.0	----	----	----	—	----
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,569,415	*	—	4,658,706	—	—	4,658,706	108.0	160,421	107,640	20,005	—	----
1 July, '61	60.0	—	----	----	----	----	----	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	186,000	[illegible]	60.0	----	132,555	36,670	—	----
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	----	—	20	18	160	Nova Scotia	4,278,401	*	—	4,278,281	—	—	4,278,281	92.0	158,416	189,107	87,181	—	—
								NEW GRANADA.													
31 Dec. '62	48.7	—	—	—	11	22	120	Panama	6,000,000	*	615,858	5,000,000	3,375,000	—	[illegible]	48.7	----	[illegible]	[illegible]	15	150

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & St. Lawrence (guarant'd)	$2,494,900	6	6	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	800,000	6	—	70½
" " " (new pref.)	554,000	6	—	----
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	--	----
Camden & Atlantic (preferred)	620,800	7	—	21
Catawissa (preferred)	1,150,000	7	—	41
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	—	58½
Chicago & Alton (preferred)	2,422,596	7	3½	97
Chicago & Northwestern (pref.)	2,400,000	7	1½	91
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (guar.)	49,200	6	—	----
" " " (pref.)	833,000	6	—	60½
Cumberland Valley (1st preferred)	241,900	8	8	----
" " (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	—	----
Dubuque & Sioux City (preferred)	1,987,614	7	—	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	—	----
Elmira & Williamsport (preferred)	500,000	---	—	54½
Erie (preferred)	8,535,700	7	7	113
Hannibal & St. Joseph (preferred)	5,309,528	7	—	56
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	4	103½
Indianapolis & Madison (pref.)	353,900	8	8	----
Kennebec & Portland (preferred)	247,000	6	—	----
" " (new pref.)	125,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st pref.)	5,105,384	7	—	77
" " (2d pref.)	3,424,163	7	—	53
Michigan S. & N. Indiana (guar.)	2,583,600	10	10	145½
Mil. & Prairie du Chien (1st pref.)	1,051,000	8	8	115
" " " (2d pref.)	1,014,000	7	7	90
Milwaukee & St. Paul (preferred)	2,255,000	7	—	82½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	—	112½
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	—	98
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	—	78
Toledo & Wabash (preferred)	952,900	7	7	77
Troy & Greenbush (guarantied)	274,400	6	6	----
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,307,750	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	103
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	———	18..	----
Bonds guar. by Virginia	200,000	6	———	18..	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	104
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D	1865	110
2d Mortgage	300,000	6	M. & S.	1870	----
Delaware & Raritan:					
See Camden & Amb RR.	----	--	------	------	----
Erie and Penn.:					
1st Mortgage	752,000	7	J. & J.	1865	----
Interest Certificates	161,990	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	2,788,632	6	M. & S.	1870	114½
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	108
2d Mortgage	294,750	6	------	------	104
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	38
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	103
2d Mortgage	3,980,670	6	J. & J.	1882	98½
Improvement	568,800	6	M. & N.	1876	95
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	998,000	6	" "	1878	67½
Preferred Interest b'ds	227,569	6	" "	1878	27
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1883	25
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	78
Wyoming Valley:					
1st Mortgage	750,000	6	J. & J.	1878	105

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p c.	$
Chesapeake and Delaware	100	1,343,563	—	75
Chesapeake and Ohio	100	8,224,595	—	----
Delaware Division	100	1,633,350	—	43½
Delaware and Hudson	100	7,500,000	7	224
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Michigan	----	----------	---	----
Lehigh Navigation	50	2,479,950	6	75
" " (scrip)	50	1,803,000	6	----
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	3½	87
" (preferred)	100	1,175,000	10	140
North Branch	100	----------	—	----
Sault Ste Marie	100	----------	---	----
Schuylkill Navigation (consolid.)	50	1,932,457	—	29½
" " (preferred)	50	2,722,607	—	41½
Susquehanna and Tide Water	50	2,048,260	—	22½
Union (preferred)	50	2,750,000	—	4½
West Branch and Susquehanna	100	1,000,000	6	136
Wyoming Valley	100	500,000	6	80½

Wholesale Price Current.

To the Duties as attached to the articles noted below, 50 per cent. additional must be added, to be collected for Sixty Days from and including April 30.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, $17 to $25; Railroad, $13 50; Boiler Plate, Band, Hoop and Slit, $25; Pig, $6 per ton; Polished Sheet, 2½ cents per lb.

Pig, Scotch, No. 1 ....(cash) ..... per ton.61 — @ 62 —
Pig, American, No. 1 ..... 59 — @ 60 —
Bar, Swedes, assorted sizes (in gold) ..... — @ — —
Bar, English, Refined ..... 160 — @165 —
Bar, English, common ..... 150 — @155 —
Sheet, Russia ..... per lb.— 26 @ — 30
Sheet, English, Single, Double and Treble.— 8½@ — 10½

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 1¼ cents; over 7 cents and not above 11, 2½ cents per lb.

English, Cast ..... per lb.— 24 @ — 36
English Spring ..... — 16 @ — 19
English Blister ..... — 20 @ — 29
American, Blister ..... — 12 @ — 14
American, Cast, Hammered ..... — 24 @ — 28
American, Cast, Rolled ..... — 14 @ — 20
American Spring ..... — 14 @ — 17
German ..... — 14 @ — 22
Milan (in bond) ..... — 12 @ — —

COPPER—Duty: Pig, Bar and Ingot, 2; old Copper, 1½ cents per lb.; Manufactured, 30 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14@34 oz. per square foot, 3 cents per lb.

Sheathing, New ....(suits) ..... per lb.— — @ — 55
Sheathing, &c. Old..(cash) ..... — — @ — 40
Sheathing, Yellow ..... — — @ — 40
Pig, Chile ..... — — @ — —
Bolts ..... — — @ — 55
Braziers' ..... — — @ — 55
American Ingot ....(cash) ..... — 44½@ — 45½

LEAD—Duty: Pig, $1 50 per 100 lb.; Pipe and Sheet, 2½ cents per lb.

Galena ..... per 100 lb.— — @ — —
Spanish ..... — — @ 13 75
German Refined ..... — — @ 13 75
English ..... — — @ 13 75
Bar ..... per lb.— — @ — 16
Pipe and Sheet ..... — — @ — 17

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val. Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca ..... per lb.— — @ — 66
Straits ..... — 56 @ — —
English ..... — 56 @ — 55
Plates, Charcoal I. C ..... per box.19 50 @ 20 00
Plates, I. C. Coke ..... 17 00 @ 17 50
Terne, Coke ..... 15 00 @ 15 50
Terne, Charcoal ..... 17 — @ 17 50

NAILS—Duty: Cut, 1¼; Wrought 2½; Horse Shoe 4½ cents per lb.

Cut, 4d.@6d ....(cash) ..... per 100 lb. 7½— @ — —
Clinch ..... (cash) ..... — 8 @ 9 —
Horse Shoe, Forged ....(cash) ..... per lb.— 32 @ — 38
Wrought, English ....(cash) ..... — — @ — —

INDIA RUBBER—Duty: 10 per cent. ad val.

Para, Fine ..... per lb.— — @ 1 05
Para, Coarse and Medium ..... — 55 @ — 90
East India ..... — — @ — —
Carthagena, &c ..... — 50 @ — 55
Guayaquil ..... — 40 @ — —

PETROLEUM—Duty: Refined, 10 cents per gallon.

Crude, 40@47 gravity ..... — 45½@ — 46
Ref'd, free, L.S. to pr. Wh. (110@120 test).— 79 @ — 80
Ref'd, in bd. L.S. to pr. Wh. (110@120 test).— 68½@ — 69
Naptha, Refined, (60@63 gravity) ..... — 34½@ — 36

SPELTER—Duty: In Pigs, Bars and Plates, $1 25 per 100 lbs.; Sheets, 2 cents per lb.

Plates, Foreign ....(cash) ..... per lb.— 14½@ — 14½

ZINC—Duty: Pig or Block, $1 25 per 100 lb.; Sheet, 2 cents per lb.

Sheet ..... per lb.— 18½@ — 19

New York Stock Exchange.

Actual Sale Prices for the week ending June 22.

	Th 16.	F.17.	Sat.18.	M.20.	Tu.21	W.22.
American Coal Co.	----	----	----	----	97½	----
Buffalo, N. Y. & E., 1M.	----	----	----	----	----	----
California 7s	144	----	----	----	152	----
Canton Co.	40½	40½	40	40	40	42½
Central Am. Transit	41	----	----	----	40	----
Chicago & Alton	----	----	----	----	----	90
" " pref.	95	----	----	----	----	97
" " 1 M.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	127½	----	----	128	----	132
" " " 8 p.c.	131	----	130	----	130	131
Chic. & Northwest'n	53	53½	53	53½	54½	55¾
" pref.	90½	90½	90½	90	90¾	91
" " 1st M.	102½	103	103	103	----	104
" " 2d M.	----	----	----	----	----	----
" " S. F.	110	----	----	----	110	111
" " A. B.	----	----	----	----	----	----
" " I. B.	102	----	----	----	----	----
Chicago & Rock Isl.	115½	114¾	113¾	114½	116	117½
" " 1st M. '70.	114½	----	----	----	----	----
Clev., Col. and Cin.	----	----	----	169	----	----
Clev. and Pittsburg	112½	112	112	112¾	114¾	116
" " 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	150⅞	148½	147½	148½	----	147½
" " S. F. 7 p.c.	----	----	----	----	----	----
Cumberland Coal, pref.	78½	75	73	73	74½	74½
Del. & Hudson Canal	----	----	238½	243	244	----
Del., Lack. & West	----	----	----	----	240	----
" " 1M. 8p.c. '71-5.	----	----	----	----	----	----
" " 2M. 8p.c. '81	----	----	----	----	----	----
Erie	112⅞	113⅜	113	113⅞	116	118
" pref.	112½	----	110½	110½	111	113
" 1 M. 7 p.c. '67	113	----	----	----	----	113
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	123	----	----	----	----	----
" 4 M. 7 p.c. '80	120	120	----	----	----	----
" 5 M. 7 p.c. '88	121	----	----	----	----	121
Galena and Chicago	----	----	----	----	----	----
" 1M. 7p.c. '63	----	----	----	----	----	----
" 2M. 7p.c. '75	----	----	----	----	----	----
" 1M. Ex. '82.	122	----	----	----	----	----
Hann. & St. Joseph	----	----	----	----	----	45
" " pref.	60	----	56	----	----	----
" " bonds	----	----	----	----	----	----
Hudson River	144	142½	142½	142½	142¾	145
" scrip	----	----	----	----	----	----
" 1M. 7p.c. '69.	----	----	----	----	----	----
" 2M. S.F.	----	----	----	----	----	----
" 3M. 7p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central scrip	129½	128¾	128½	129½	132½	135
" full stock	----	----	----	----	130	132½
" Can. bd. sc.	----	----	----	----	----	----
" bonds	----	----	----	----	----	122
Marietta & Cin. 1st pref.	77	76	76½	77	76	77
" " 2d "	50	50	52	52½	56	----
Mariposa Mining Co.	53	55	55	56	55½	55
Michigan Central	149	148½	149¾	156½	156½	155
" S F. 8p.c. '82	----	----	----	----	----	----
" conv. 8p.c. '69	----	----	----	----	129	----
M. S. and N. I.	97½	98⅞	98	99½	101	101½
" " guar'd	140½	140	----	142	143¾	----
" " 1M. S.F.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	103
Mil. and P. du Chien	----	67½	----	69	70	----
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	116	116	----	----	----	----
Minnesota Mining Co.	----	50	50	49	47	----
Miss. & Mo.	----	----	----	----	----	----
" L.G. bonds	----	----	----	----	----	65
Missouri 6s	69	69	----	----	----	----
" iss. to H. & St. J. R.	92	92	91	----	----	----
" " Pacific	76	76⅝	76½	76	----	----
New York Central	131¾	132½	131¾	132½	133½	134¾
" " 7s, 1865	----	----	----	----	----	----
" " 7s, S.F. '76	----	----	----	----	----	----
" " 7s, conv. '76	----	----	----	----	----	----
" " 6s, S.F. '83.	113	----	112½	112½	----	----
" " 6s, S.F. '87	110	----	----	----	----	----
N. York & Harlem	----	----	285	----	----	----
" " " pref.	112½	----	----	----	----	----
" " 1M. 7p.c. '75	111	----	----	----	----	----
" " 2M. 7p.c. '64	----	----	----	----	----	----
" " 3M. 7p.c. '67	----	----	----	----	----	108
Ohio & Miss. cer.	55	55½	55½	56	56	56½
Pacific Mail S.S. Co.	283	280	270	265	269	----
Panama	----	----	----	----	----	----
Penn'a Coal Co.	----	----	----	----	----	218
Phila. and Reading	140¾	140⅝	138⅞	141½	143	145
Pitts. Ft. W. & Chicago	114½	113	112¾	114½	116¾	117
" " 1M.	----	----	----	119	----	121
" " 2M.	----	----	----	----	----	----
" " 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	73¾	73½	73¾	73⅝	74¾	78
St. L., Alton & T. H.	64½	----	----	64	64½	65½
" " pref.	79	----	----	79½	80	82
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	----	----	----	----	----	----
" " Inc. b'ds	----	----	85	----	----	----
Tennessee 6s, 1890	----	----	58	----	60	----
Toledo & Wabash	69	----	69½	----	----	69
" " Pref.	----	----	----	----	----	----
" " 1M.	----	----	----	----	----	----
" " 1M. ex.	----	----	105	----	----	----
" " 2M.	----	----	86	----	----	----
" " Int. b'ds	----	----	----	----	----	----
Virginia 6s	----	----	----	----	52	----

New York Stock Exchange.

Actual Sale Prices for the week ending June 22.

	Th.16.	F.17.	Sat.18.	M.20.	Tu.21.	W.22.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	100	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 1865, coup.	----	----	193	195	----	----
U. S. 6s, 1881, reg.	----	----	----	----	----	----
U. S. 6s, 1881, cou.	112½	111½	112½	112½	113¾	112½
U. S. 6s, '81, O.W.Ly.	----	----	----	----	----	----
U. S. 6s, 1881, " ½y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1867, coup.	120	----	----	----	----	120
U. S. 6s, 1868, reg.	118	----	----	----	----	----
U. S. 6s, 1868, coup.	----	121	----	----	----	----
U. S. 6s, 1 year certif.	97½	97½	97½	97½	97	97
U. S. 6s, 5-20s, coupon	105¾	106	106½	106	106	106
U. S. 6s, " reg.	----	----	105¾	----	105¾	----
7.30 Notes, Feb. & Aug.	108	----	----	----	----	----
" " Ap'l & Oct.	----	----	----	----	107½	107
American Gold	197½	196⅞	195½	198½	----	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending June 21.

	W.15	Th.16.	F.17.	Sat.18.	M.20.	Tu.21.
Beaver Meadow	----	----	----	----	----	----
Cattawissa	----	----	20¾	----	----	----
" preferred	42½	42¾	----	----	----	----
Camden & Amboy	190	----	190	----	----	----
" " 6s,'67	----	----	----	----	----	----
" " 6s,'70	----	----	----	----	----	----
" " 6s,'75	----	104¾	105	----	----	----
" " 6s,'83	100½	----	----	----	103½	----
" " 6s,'89	----	----	----	----	105½	----
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	----	43¼	43¼	----	----	----
Elmira & W'msport	35	----	----	----	----	----
" " pref.	54½	54½	----	----	----	----
" " 7s	----	----	----	----	----	----
" " 10s	----	----	----	----	----	----
Harrisburg	----	----	----	----	----	----
Lehigh Navigation	75	75	----	75	75½	75
" 6s	----	----	----	----	----	----
Lehigh Valley R. R.	----	----	----	----	----	----
" " scrip	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	50	50½	50½	----	----	50
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	46	----	----
" " 6s	104	104	104½	----	----	----
Minehill	65	65	----	----	----	----
Morris Canal	----	----	87	----	----	----
" " pref.	140	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	33¼	33½	33½	----	33¾	33¼
" " 6s	----	----	----	----	----	----
" " 10s	----	----	----	----	----	----
Northern Central	61½	----	61	----	61	60½
Pennsylvania R. R.	71¼	71⅞	72	72	72	72
" 1st m.	----	----	----	----	----	118
" 2d m.	----	----	----	----	----	----
Penn. State, 5s	----	----	100¾	----	----	----
" " 5s, coupon	103¼	----	----	----	----	----
" " 6s, "	----	----	----	----	----	----
Philadelphia City, 6s	----	103½	103¾	----	----	----
" " new	106½	106½	106½	----	106½	----
Philad., Germ. & Nor.	61	----	----	----	61	----
Phila. & Reading	70⅝	70½	69⅞	69½	70⅝	70⅝
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	----	107½	----	----	----	----
Philadelphia & Erie	----	----	----	----	----	33¾
" " 6s	----	----	----	----	108½	----
Philad. & Sunbury, 7s	----	----	----	----	----	110
Schuylkill Navigation	----	----	----	----	----	----
" " pref.	41½	----	41	----	----	40⅝
" " 6s '82	97¾	----	99	98½	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	102½	----	----	103	----	----
Sunbury and Erie, 7s	----	----	----	----	----	----
Susq. Canal	----	----	21½	----	----	22½
" " 6s '78	----	66½	66½	67	68	----
" " scrip	----	----	66	----	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	----	----	25
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	81	81	----	----	81
" " bonds	----	----	----	106	----	----
Arch street, (Horse)	----	----	----	34	----	----
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	40	----	40	----	----	40
Race and Vine, "	----	----	----	----	----	----
2d and 3d streets, "	----	75	----	74	----	----
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending June 21.

	W.15.	Th.16.	F.17.	Sat.18.	M.20.	Tu.21.
Baltimore City 6s, 1875	----	----	113½	----	----	114½
" " 1886	----	----	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	----	----	----	----	----	----
Balt. and Ohio	117	----	----	115½	----	117
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	115½	----	----	----
" " " '80	----	----	----	----	----	115½
" " " '85	115	----	----	----	----	113
Northern Central	----	----	----	----	----	----
" " b'ds, '85	----	----	----	----	110	----
" " " 95	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending June 22.

	Th.16.	F.17.	Sat.18.	M.20.	Tu.21.	W.22.
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	----	----	----	----	----	----
Boston and Providence	----	----	157	----	----	----
Boston and Worcest.	146x	----	----	----	----	----
Cheshire, pref.	----	----	----	----	----	----
Concord	----	----	----	----	----	----
Connecticut River	112	----	----	----	----	----
Eastern, Mass.	----	108	----	105x	105	----
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	126	----	126	----	----	----
Manchester & Law'ce.	121	----	----	----	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	89	----	88¾	----	----	88½
Old Colony and Fall R.	127	----	----	----	125½x	126
Ph., Wil. & Baltimore	74¾	----	74⅞	75	75	----
Portl'd, Saco & Ports.	112	----	----	----	----	112
Vermont & Canada	----	----	114	----	----	----
Vermont & Mass.	----	----	----	----	----	42
Western	----	----	----	----	----	x152½
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	125½	----	127½	----	----	----
Metropolitan "	64¾	----	----	----	----	64
Middlesex "	----	----	----	85	----	80
Central Mining Co.	----	----	----	----	----	----
Franklin "	52½	----	52	51½	----	51½
Isle Royale "	----	----	----	----	----	22½
National "	----	----	----	----	----	----
Minnesota "	----	----	56	50	----	48
Pewabic "	64½	----	64	63¾	64	64½
Pittsburg "	----	----	----	----	----	----
Quincy "	95½	----	97	----	----	96
Rockland "	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 4th of June:

Maryland 5s	67	to	69
United States 6s, 1881	56	"	60
Do. 5s, 1874	54	"	56
Virginia State 5s	45	"	48
Do. 6 per cent.	33	"	35
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	74	"	76
Do., Pennsylvania do. do.	72	"	74
Erie shares, $100 (all paid)	55	"	57
Do., 7s, preference	50	"	55
Do., 7s, 1st mort., 1867	60	"	65
Do., 7s, 2d mort., 1859	63	"	66
Do., 7s, 3d mort., 1883	50	"	55
Do., 7s, 4th mort.	50	"	55
Do., 7s, 5th mort.	50	"	55
Illinois Central 6s, 1875	80	"	85
Illinois Central 7s, 1875	60	"	65
Do. do. $100 shares, $90 paid, dis.	29	"	27
Do. do. $100 shares, all paid	63	"	65
Marietta and Cincinnati Railroad Bonds	72	"	74
Michigan Central 8s, Convertible, 1869	63	"	68
Do. do. S. F. 1st mort., do., '82 x. c	65	"	70
Michigan S. and N. Indiana 7s, S. F., 1885	50	"	55
Do. do. do. $100 shares	--	"	--
New York Central 6s, S. F., 1883	53	"	55
Do. do. 7s, 1864	50	"	52
Do. do. 7s, S. F., 1876	65	"	70
Do. do. 7s, Convertible, 1876	73	"	78
Do. do. $100 shares	63	"	68
Panama, 1st mortgage 7s, 1865	98	"	100
Do. 2d mortgage 7s, 1872	103	"	105
Pennsylvania, 1st mort., 6s, Convertible	55	"	60
Do. 2d mort., 6s, do.	84	"	86
Do. $50 shares	30	"	35
Philadelphia and Reading, $50 shares	28	"	32

American Railroad Journal.

Saturday, June 25, 1864.

Stock Exchange and Money Market.

Of the seventy-five million loan only forty-one millions were accepted under the call for subscriptions, although the total amount offered was about seventy millions. The fortunate parties were those who proposed to take the new stock at the rate of 4 per cent. premium, which is considerably under the market rate of the previous loan of same date and tenor. During the past week the new stock has found ready sales at 106½. The balance will no doubt be taken while the Secretary of the Treasury is in the city where he was to arrive on Tuesday last. With regard to the foreign loan it is stated that if the amount required by the Government can be readily filled in this country, the proposition from abroad will not be entertained. Indeed if the orders continue to come from the continent as they have done the last few months, that would seem to be the natural course for foreign investers to take, and the necessity of a separate negotiation on the part of the Treasury with any Continental Bankers would not seem to exist.

From the communication made to Mr. Cisco by Mr. Chase, it will be perceived that our recent statement with regard to the funded and unfunded debt of the Nation was perfectly within the truth, and that the contraction of the Government currency was even greater by many millions than was supposed at the time. The inflation so much complained of is in fact not strictly chargeable to the Government. The Banks are really the great offenders as we have also shown by indisputable figures. As the Treasury has set the example of restriction and curtailment, we think the Banks should follow it forthwith.

We learn that the farmers and grain producers of the west have resolved not to receive for their products any longer the notes of the Banks of the Eastern and Northern States, and are determined to receive none other than legal tenders and National bank currency. This determination will remedy an evil, and we hope it will be seconded nearer home. There is no good reason why the notes of our ordinary Banking institutions which do not pay specie, do not pay their dividends in gold, and have at present none of the marks of a specie basis, should flood the country with their bills, especially when most of them are unable to redeem them even in legal tenders.

We have too much Bank paper afloat and it may be many years before it will be payable in the specie it professes to represent. It appears that the assistant Banks of this City are steadily increasing their loans although their specie is decreasing. On the 18th of June inst. their statement was as follows:

Loans $195,773,583. Specie $22,912,767. Circulation $4,959,096. Deposits $169,445,777. Showing from the statement of the previous week the following differences:

Increase in loans	$837,761
Decrease in specie	1,125,413
Decrease in circulation	81,364
Decrease in deposits	3,091,481

The great feature of the week was the gold bill and the rise in gold. The President having signed the bill it became a law, and the Boards of Brokers both in this city and Philadelphia at once struck the article from their call lists. The Gold board, as it is called, also adjourned without day, and all transactions in it must now be carried on by *bona fide* dealers at their places of business with the cash in hand. Of course this change is anything but pleasant to the speculators who operate on small or often fictitious capitals. There is no real restriction put on the sale of gold itself by the new law, which is nothing more than a riot act, to disperse an unlawful assembly. There is no interference with the laws of commerce or the rights of individuals, and yet we shall probably hear very dismal lamentations over the loss of the right to distract the public mind and abuse the public confidence. Be the feeling what it might, the price of gold went up on Tuesday to a rate anticipated by us more than a year ago, though it was considered at the time a very daring prediction. We have all along seen what combination might do, when assisted by a paper currency inflation and excessive importations. We are well satisfied that this sudden rise which has startled

the public, while it might be expected, is mainly a fictitious one. That there is a premium fairly to be asked for gold as between it and paper we do not deny. At 25 per cent there is probably difference enough, all that can be legitimately estimated as the difference; but when 100 is paid, the condition of things becomes alarming. If this price holds long, great changes will inevitably occur in the relations of debtors and creditors; importations must fall off, or prices of foreign articles rise to Richmond quotations, the debts of the Government will double with the double prices it will have to pay for everything, and the classes whose incomes and salaries are fixed, must come to great distress. Now to produce such disastrous consequences we do not hesitate to say has been the object of a class of disloyal persons among us, and the rebellion under continued blows which have beaten it into the smallest possible shape, and left it in the most battered condition, has been kept in heart and hope by the New York gold market. If public and private credit can be sunk as low and become as contemptible as that in the confederacy why then, the South will be no worse off than the North, and the chances of final success are re-opened, and become brighter in the eyes of those whose vision is now narrowed, and may forever close in night in two cities of Virginia, where the brains and the official insignia, and the last remaining power of the rebellion are concentrated. Here in New York the battle is waged in the gold market, and beyond all question, the proceeds of many a cargo of blockade run cotton, and the capital of foreign enemies have been employed during the last year to get gold to this figure and the Country into this difficulty.

There is but one legitimate way of remedying the present evil, and it is the one long foreseen by Mr. Chase, but not yet recognised by Congress nor the people. It is the immediate contraction of the local Bank currency, if not voluntarily, by force of legislation. We have shown in a recent article that the Banks are enormously inflated, in some States 242 per cent of their capitals, and that even in the commercial State of New York, five hundred millions of indebtedness mark the operations of our Bank managers, the best and most conservative. When respectable newspaper presses call on Mr. Chase to borrow money only, and to issue no more of his own currency, do they mean that the Government shall pay 6 per cent for the use of irredeemable bank paper. Is this the money which Mr. Chase is so much blamed for not using in preference to legal tenders? Is he to pile up an annual charge of forty or fifty millions of interest payable in gold for its use, when it is not so popular, so useful, so convertible or so solvent as that of the Government. If paper money is all that we can now obtain for our public and private wants let us have the best we can get, and that, of which we can at least get some portion indirectly if not directly in coin.

We are therefore inevitably led to the following conclusions which we would express in the shape of simple propositions, the better to express our opinions.

1. That the use of paper money was an inevitable consequence of the breaking out of the rebellion, if we thought the Union worth preserving, and with it our free institutions and hitherto glorious Nationality.

2. That the amount of paper money issued by the Government was never in excess of its resources, or power to redeem through the intervention temporarily of the funded debt, and the regular payment of the interest in gold, which latter no Banking institutions have ever pretended to do.

3. That five hundred millions of legal tenders, based on seventeen thousand millions of dollars of property as returned by the census of 1860, with the internal revenues and custom duties of three hundred millions per annum, are the safest and soundest paper currency that could be possibly put afloat, and are certain to be redeemed and absorbed on a specie basis.

4. That the present dangerous inflation is not chargeable on the Treasury but on the State Banks which are every where running a race of expantions, at enormous speed and the most dangerous velocities, without anything to repress or check them.

5. This appears from previous statements which we have made in the hope of procuring a remedy at the hands of Congress.

6. That nothing short of the immediate action by Congress, by heavy taxation, or absolute repression of the local bank circulation to the limits of their capital, or forcing them into liquidation whenever they refuse payment of their notes in legal tender money, will prevent a continuance of the present derangement of the currency.

7. That it was the duty of Congress to have passed a bankrupt bill, and to have included the local banks within its operations.

These are the results to which we are compelled to come after careful consideration of the subject, at the same time warning the timorous not to be thrown off their guard by the late rise in the market. We have demonstrated, we believe, that the price of gold is no indication of the real condition of a country, but only of its commercial exchanges. There never has been in the United States in the profoundest peace, more than 2½ per cent. in gold on each dollar of our property. Ninety-seven and a half per cent. have had no representative therefore in the precious metals, but we could not therefore argue that it did not exist.

If a man has a bushel of wheat in his house, but cannot produce at the same moment a dollar in gold as its representative it is no proof that the wheat does not exist, and has not its value as an article of food or exchange. Nor is it likely that this rise will produce a fatal undervaluation of the Government securities, for these have grandly withstood all the other numerous fluctuations of the times, and maintained their solvency in gold, when all other securities produce nothing but paper. On the contrary, the more likely is it to be that the profits of investment in the public securities will cause a still greater absorption of them at home and abroad.

Money is easy to borrowers, 5 per cent. being the price charged at the National banks on collaterals of National securities. The other banks get 7 per cent. where they can, though generally unable as we have before hinted, to redeem their paper even in legal tenders, and seeking to get rid of this obligation even as late as Tuesday last, by certifying checks, another device of these institutions. Railroad shares have improved, and Government stocks are firm and advancing, U. S. coupon 6's stand at 113.

The import entries of the past week amount to $3,359,509, against $1,995,292 same week last season. The export clearances of domestic produce amount to $5,231,326, against $2,426,583 same week in 1863. The export of specie is $1,887,000, against $522,000 same week last year. The customs for the week are $631,000.

The total value of foreign goods imported into the port of Boston for the week ending June 17, was $719,889, against $330,221 for the corresponding week in 1863.

The total value of foreign exports from the port of Baltimore for last week was $151,620.

The Assistant Treasurer reported on Tuesday a balance of $45,426,046.

The total National debt including requisitions, (and the legal tenders unfunded to the amount of five hundred millions,) is now $1,719,391,168 88. The interest bearing legal tenders retired amount to $38,890,700, and the plain greenbacks placed in reserve $17,258,872, making in all a contraction of $56,149,572, thus showing Mr. Chase is as good as his word.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—At. and Gt. Western (Ohio div.,) 99¾; Hannibal and St. Joseph L. G. bonds, 101; Marietta and Cincinnati 1st mort., 105; Illinois coupon bonds, 1879, 104; North Carolina 6s, 58½; Kentucky 6s, 110; Illinois War Loan, 98; Wisconsin 6s, 100; Ohio and Miss. pref. cer., 92; Sixth Avenue R. R., 121; Norwich and Worcester, 110; Mariposa 1st mort., 102; Nicaragua Transit, 9; Wyoming Valley Coal, 61; Central Coal, 72½; Consol. Coal Co. Md., 70; Bucks Co. Lead, 1⅛; Quartz Hill gold, 14; Copake Iron, 10; Saginaw Land and Mineral Co., 5; Atlantic M. S. S. Co., 176; American Exchange Bank, 120; 4th National Bank, 98; Bank of Commerce, 114.

Philadelphia.—Allegheny Co. coupon, 5s, 82; do., scrip, 81; Pittsburg 5 per cent scrip, 77½; Westchester 8s, 90; Camden and Amboy mort. 6s, 111; Huntingdon and Broad Top, 36; 13th and 15th streets, 33; 10th and 11th streets, 51; Pennsylvania 6s, War Loan, 107½; Big Mountain Coal, 8⅛; New York and Middle Coal Fields, 19½; New Creek, 1⅜; Green Mountain, 5½; Bear Valley, 18¼; Fulton 8½; Oil Creek, 5½; Phila. and Oil Creek, 1¼; Maple shade, 10¼; Dinsmore, 4; Clinton, 1; Irwin, 4½; Olmstead, 4; Perry, 6; Mineral, 4¼; Dalzell, 5¼; McClintock, 5; Feeder Dam, 1⅛; Rock, 4½; Union petroleum, 2¼; Etna Copper, 15¼; Empire Copper, 7; Penn., 10½; Merrimac, 4; Broad Top Imp. Co., 8⅛; Commercial Bank, 56; Commonwealth Bank, 47; Mechanics' Bank, 28¾; Girard Bank, 47½; Manuf. and Mech. Bank, 28; Consolidation Bank, 34; Farmers and Mech. Bank, 59¼. The latest quotations are: City 6s, 103⅝@104; do., new, 106⅜@106½; State 5s, 100¼@101; do., coupon 103@103¼; do., 6s, 1879. 107@107½; Phila., Wil. and Balt., 7½@—; Reading, 71½@71⅝; do., 6s, 1870, 107@108; do., 1886, 143@144; Camden and Amboy, 189@190; Pennsylvania R. R., 71¾@72; do., 1st mort., 117@118; do., 2d mort., 114@114¼; Little Schuylkill R. R., 49⅞@50; Morris Canal, 87@87⅛; do., pref., 140@140⅛; do., bonds, 108

@100; do., 2d mort., 104@105½; Wyoming Valley Canal, 80½@81½; do., 6s, 105@106; Susquehanna Canal, 22@22¼; do., 6s, 67½@68; Sch. Nav., 29½@30½; do., pref., 41¾@42½; do., 6s, 1882, 98@98; Union Canal pref., 4½; do., bonds, 25@25¼; Delaware Div. Canal, 43@43½; do., bonds, 104@105; Elmira and Williamsport, 35@36¾; do., pref., 54½@55; do., 7s, 1873, 112¼@113½; do., 10s, 78@78½; Beaver Meadow, 97@100; Long Island R. R., 46@49; Lehigh Coal and Navigation, 75@75½; North Pennsylvania, 33¼@33½; do., 6s, 106@106½; do., 10s, 122@124; Philadelphia and Erie, 33@34; do., 6s, 108@108¼; Minehill, 64¾@65; Catawissa, 20½@21; do., pref., 41@42⅜; Lehigh Valley, 130@135; do., bonds, 110@111; Fifth and Sixth streets, (horse,) 63½@65; do., 7s, 109; Second and Third, 74@75; do., 7s, 112; Race and Vine, 12@15½; West Philadelphia, 72@73; Spruce and Pine, 45@48; Green and Coates, 39@40; do., 7s, 110@110¼; Chestnut and Walnut, 63@66; Arch, 33½@34; Thirteenth and Fifteenth, 33@33¾; Seventeenth and Nineteenth, 16; Girard College, 30@31; Tenth and Eleventh, 51@51¼; Norristown, 60¾@61.

Boston.—Northern (Ogdensburg,) 1st mortgage, 107¾; do., 2d mort., 36; Troy and Greenbush R. R., 53¼; Vermont Central, 2d mort., 36¼; Boston and New York Air Line 6s, 69; Sandusky, Dayton and Cin. R. R. pref., 40; Old Colony and Fall River 6s, 1867, 103¾; Mad River and Lake Erie 6s, 1900, 70; Somerville, horse, 30; Cambridge, horse, R. R. 6s, 1881, 100¼; South Boston R. R., 61¾; Lexington and West Cambridge pref., 62½; Maine 6s, 1889, 102; Massachusetts 6s, 1876, 134¾; New Hampshire 6s, 1869, 100; Chicago 7s, 1880, 108½; Androscoggin Co. 6s, 1885, 95¼; Portland 6s, 1869, 102½; St. Louis 6s, 1881, 91¾; Boston Water Power Co., 44; Union Steamship Co., 168; Essex Co., 101¾; Cary Imp. 13⅜; East Boston, 13⅝; Waverly, 2½; Short Mt. Coal, 50¼; Franklin Coal, 108; Stewart Gold, 1¾; Boston Gas, 852½; Merchants Bank, 104½; Traders' Bank, 99; Hide and Leather Bank, 110; Eliot Bank, 104; Maverick Bank, 99¼; Webster Bank, 104; Freeman's Bank, 103¼; North Bank, 102; Bay State Bank, Lawrence, 76¼; Washington Bank, 106¼; Bank of Commerce, 100; Acton Mining Co., 2⅞; Albion Gold, 2¼; Albany and Boston, 20½; Aztec, 7; Bay State, 17¾; Bedford, 1¼; Boston, 5¾; Columbian, 9¾; Canada, 3; Concord, 4½; Copper Falls, 38½; Colonial Gold, 15c.; Dacotah, 5; Durham, 30c.; Essex, 16c.; Eagle River, 7½; French Creek, 1⅜; Great Western, 4¾; Grand Trunk, 35c.; Hancock, 13¾; Huron, 35¾; Humboldt, 10; Highland, 9¼; Mesnard, 10¼; North Cliff, 7⅝; Ottawa, 49c.; Pontiac, 5; Phœnix, 30; Renfrew gold, 1½; Sutton, 1⅝; St. Clair, 9; South Side, 4; Star, 8; Waterloo, 62½.

Baltimore.—Marietta and Cincinnati bonds, 105¼; Central Ohio 4th mort., 60½; City Passenger R. R., 23¾; Lake Chrome, 0.55; Atlantic Coal, 1.75; Bare Hill, 5.00; Maryland Copper, 1.25; Am. Gas Coal, 2.50; Mineral Hill, 3.10; Santa Clara, 26½; Balt. Chrome, 2.90; Susq. Coal and Coal Mt., 5.25; Springfield, 2.50; Farmers and Mechanics Bank, 40½; Howard Bank, 10¼; Bank of Commerce, 24⅛; Bank of Baltimore, 104; Union Bank, 71½. The latest quotations are: Balt. and Ohio, 117@118; do., 6s, 1867, 105; do., 1875, 115@115½; do., 1880, 106@111; do., 1885, 112@115; Northern Central, 61@62; do., bonds, 1885, 113@—; N. W. Va., 16@20; do., 1st mort., 110@114; do., 2d mort., 103¼; do., 3d mort., 35@41; do., guar., 105@110; Central Ohio 2d mort., 101; do., 3d mort., 85; do., 4th mort., 60@62½; do., income 1857-'60, 40@44; Western Md. bonds, 91½@92; do., guar., 111@113; Maryland 5s, 95@100; do., 6s, coupon, 1870, 112½@114; do., Ins., 112½; do., 1890, 112; Baltimore 6s, 1870, 105@110; do., 1873, 105@107; do., 1875, 114½@—; do., 1886, 114½; do., 1890, 113@115; do., coupon, 115@115½; do., 5s, 1838-'70, 95@100; City Passenger R. R., 23½@24; Canton Co., 39½@40½; Gardner, 75@1.00, Guilford, .28@.40; Maryland, 1.20@1.75; North State, .10@.20; Rudisell, .65@.65; Silver Hill, .20@.30; Springfield, 2.25@2.50; George's Creek, 115@116; Santa Clara, 26¼@26¾; Baltimore and Cuba Smelting and Mining, 1.80; Balt. and North Carolina, .20@.40; Balt. Chrome, 2.75@2.95; Bare Hill, 5.50@5.75; Atlantic Coal, 1.65@1.80.

THE WOOL SPRING.

We were much impressed, upon a recent visit to the Works of the Union Car Spring Manufacturing Co., at the corner of 28th street and 7th Avenue, not only with their new method of treating steel, and the completeness of their machinery; but with the new use of so ancient a substance as wool; and the wonderful addition of strength its use, (*as they use it,*) gives to a spiral spring.

We say wonderful, because one must see, as we saw, to believe that a spiral spring made of ⅜ steel which is entirely exhausted under a pressure of 1,200 lbs., requires when properly packed with wool a pressure of over 15,000 lbs. to exhaust it.

We understand that it has been examined by many of the leading railroad experts of the country, with approval, and we think it is the interest of every one connected with railroads to examine this spring.

The great elasticity of wool and the permanence with which it retains this property have been long known. The spring known as the Union is an attempt to render these qualities available as a means of deadening the shocks, and effectually securing the equal and gentle motion so desirable in railway practice.

The wool is packed very evenly and tightly in the interior of a coiled spring, as indicated in the cut which accompanies the advertisement on another page, so that when working under a car the contained fiber and the enveloping metal are compressed and expanded together. Each supports the other. The material allows a very nearly uniform action at every temperature, and its arrangement tends to induce approximate uniformity under every variety of load, with only sufficient working of the fibers to render the action a little sluggish, and avoid a repetition of the vibration.

Machinery recently invented for placing the wool in the coil, packs it with any degree of force required for various kinds of springs, and what is very important in its effect on the action under heavy loads, leaves it in a cylindrical or slightly threaded mass, not protruding radially beyond the metal, or even extending outward very far into the narrow spaces between the several coils. The coils are formed of cylindrical wire, and may be forced together so that each coil is in fair contact with the succeeding one without pinching any wool between. The process employed in packing renders the resulting spring much superior to the early specimens.

Each spring is tested under a load some four times as great as is thrown upon it in practice. All the "set" is taken out, and is fully compensated for before it leaves the manufactory. Coils in the least defective are rejected, or reworked. So much pressure is applied to the fibers of the wool in the process of packing, that before the spring is compressed to its fullest extent it carries more than ten times as much load as the coil alone would support. It is pre-eminently a wool spring, but involves a happy combination of the coiled and tempered steel therewith, so that the latter supports and guides the wool as it works under the load, moving exactly with it at every point so as to avoid wearing it.

At the time of our visit on Tuesday, coils were being prepared for the horse cars, much lighter and more softly packed than those under heavy freight cars.

☞ The following is a copy of a dispatch from the Secretary of the Treasury, dated Washington, June 20, 1864, to John J. Cisco, Assistant Treasurer, New York:

Total amount of debt, including all legal-tender notes and unpaid requisitions, $1,719,395,168 88; amount of interest-bearing legal tender notes withdrawn, $38,890,700; amount of ordinary legal-tenders notes withdrawn and placed in reserve, $17,258,872; showing reduction at present of legal-tender notes of all descriptions, of $56,149,572. This statement shows the actual present state of debt and circulation. Of course it will be necessary to replace a portion of the 5 per cent legal tenders with compound interest 6 per cents.

S. P. Chase.

☞ The track of the Central Pacific Railroad Company is now going down rapidly on the 76th mile out from Sacramento, and the company has a good supply of laborers and all the rails, ties and other materials they can use for a long time.

☞ The first cargo of railroad iron and a locomotive designed for the completion of the Pacific Railroad *eastward* from Kansas City, was shipped to that city from St. Louis on the 17th inst.

☞ In future the Continental Bank will act as the New York Transfer Agent of the Cleveland and Toledo Railroad Company's stock. The Bonds and Coupons of the Company will be paid at the Continental Bank as they mature, on presentation. The Cleveland and Toledo Railroad Income Bonds of 1854 mature July 1, 1864, and will be paid as above.

☞ The preferred stock of the Chicago and Northwestern Railway Company is entitled to preferences of 10 per cent. in the dividends which may be declared in any year, out of the net earnings of such year, in the manner following: First, to a preference of 7 per cent. on the Common Stock; then, secondly, to a further preference of 8 per cent. After a further dividend of 3 per cent on the Common stock, both classes of stock shall be entitled to equal rates per share in any further dividends.

☞ Wm. Ramsdell, of Milford, has been elected President of the Wilton Railroad Company.

Railroad Earnings--Weekly.

The earnings of the Michigan Southern and Northern Indiana Railroad for the 2d week of June, 1864, were $69,300 00
Corresponding week of previous year .. 50,256 00

Increase $19,044 00

The earnings of the Michigan Central Railroad for the 2d week in June, 1864, were ... $61,333 95
Corresponding week of previous year .. 45,274 16

Increase $16,059 79

The earnings of the Chicago and Rock Island Railroad for the second week in June, 1864, were $54,412 00
Corresponding week of previous year .. 36,148 00

Increase $18,264 00

The earnings of the Dubuque and Sioux City Railroad for the 2 weeks ending June 14, 1864, were $18,728 81
Corresponding 2 weeks in 1863 ..... 8,890 27

Increase $9,838 54

The Detroit and Milwaukee Railroad traffic for the week ending June 9, 1864, were ... $21,543 51
Corresponding week of previous year .. 17,127 24

Increase $4,416 27

The earnings of the Montreal and Champlain Railroad for the week ending June 11, 1864, were $4,946 79
Corresponding week of previous year .. 4,362 42

Increase $584 37

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending June 7th, 1864, were:

	1864.	1863.
Passengers	$2,471 94	$1,649 32
Freight	13,282 01	6,954 69
Express	104 16	75 00
Mails	296 58	296 58
Total	$16,104 69	$8,975 57
Increase		$7,129 12

Receipts from January 1st to June 7:

1864 ..... $216,281 37
1863 ..... 134,973 57

Increase $81,307 80

The earnings of the Marietta and Cincinnati Railroad for the 2d week of June, were:

	1864.	1863.
Passengers	$7,137 37	$3,963 25
Freight	9,235 87	4,126 17
Mail, express & telegraph	1,190 58	815 00
Total	$17,563 82	$8,904 42
This month to date	$32,549 85	$16,591 72

The traffic of the Great Western Railroad for the week ending June 10, 1864, was as follows:

Passengers $22,760 48
Freight and live stock 28,517 48
Mails and sundries 1,593 50

Total $52,871 41
Corresponding week of 1863 ..... 43,656 50

Increase $9,214 91

The earnings of the Grand Trunk Railway for the week ending June 11, 1864, were:

Passengers $28,467 89
Express freight, mails and sundries ... 2,500 00
Freight and live stock 65,018 58

Total $95,986 47
Corresponding week, 1863 ..... 80,262 76

Increase $15,723 71

The earnings of the Chicago and Alton Railroad Company for the week ending June 15, were:

	1864.	1863.
Passengers	$18,723 90	$14,822 04
Freight	33,685 56	23,986 23
Sundries	1,660 58	1,499 56
Total	$54,070 04	$40,307 83
Increase 1864		$13,762 21

Funded Debt of Chicago.

The City Comptroller reports the several series of indebtedness on the 1st of April, 1864, as follows:

Municipal Debt:

6 per cents due January,	1867	$10,000
6 " " July,	1873	50,000
6 " " "	1874	40,000
6 " " "	1875	100,000
6 " " "	1876	100,000
7 " " "	1866	10,000
7 " " January,	1874	60,000
10 " " "	1868	1,000
Old issues		$371,000
7 per cents due April,	1881	913,500
7 " " December	1872	37,000
7 " " school fund		28,000
Total municipal		$1,349,500

Sewerage Debt:

6 per cents	$87,000	
7 " 1st loan	413,000	
7 " 2d loan	620,000	
Total	$1,120,000	
Less cancelled by sink'g fund	58,000	
		1,062,000

Water Debt:

6 per cents	$1,030,000	
7 "	113,000	
Total	$1,143,000	
Less 7 per cents cancelled	10,000	
		1,133,000
Total city debt		$3,544,500

Chesapeake and Ohio Canal.

At the 36th annual meeting of the Chesapeake and Ohio Canal Company, held June 6, the following officers were chosen for the ensuing year: President, Alfred Spates, of Alleghany county. Directors, Jos. H. Bradley, District of Columbia; Lawrence Brengle, Frederick county; Chas. Abert, Montgomery county; Lawrence A. Dawson, Montgomery county; in place of H. Delinger, of Washington county; Louis Watson, of Washington county; and A. C. Greene of Alleghany county. There were received for tolls in the year 1863, $154,790 38; for water rents, $6,254,-60; rent of houses and lands, $1,091 24, which, with the other items, form an aggregate of $162,-916 76. The payments made by the company, interest included, during same period amounted to $160,184 64. The company so far this year has had prosperity, and already the revenue amounts to $75,000, being about $18,000 in advance of last year during the same period.

Boston, Hartford and Erie Railroad.

The Governor and Council have decided that this company in crossing the South Bay shall build a solid structure for the purpose, and that the character of the draws and sluice-ways shall be made satisfactory to them. They reserve the right to decide upon the compensation to be hereafter furnished by the company in reference to the proposed tidal reservoir. This subject was refered to the Governor and Council by the last Legislature. —*Boston Journal.*

Pittsburg, Ft. Wayne and Chicago Railway.

The following statement shows the financial condition of the Pittsburg, Fort Wayne and Chicago Railway Company on March 31:

			Dr.
*To cost of railway, construction and equipment			$18,684,309 86
To cost of supplies on hand for current operations	$681,181 71		
To amount due from other companies	225,879 01		
To miscellane'us assets	297,934 12		
To cash in hand	581,271 93		
			1,786,266 77
To interest on coupon bonds for 3 months			185,675 00
To transportation expenditures for 3 months, viz:			
For conducting transportation	$212,250 54		
For motive power	251,198 28		
For mainten'ce of way	166,643 75		
For mainten'ce of cars	78,720 82		
For general expenses	48,303 64		
			757,117 03
To surplus of earnings over expenditures for three months			429,055 66
			$21,842,424 32

By Capital Stock, viz:

		Cr.
Full shares	$6,396,800 00	
Scrip certificates	18,084 23	
		$6,414,884 23
By Funded Debt, viz:		
1st mortgage bonds	$5,250,000 00	
2d mortgage bonds	5,160,000 00	
3d mort. bonds, (int. not accrued)	2,000,000 00	
Bridge bonds of O. & P. R. R. Co	188,000 00	
Debt bonds of P., Ft. W. & C. R. R. Co	183,583 00	
		12,781,583 00
By amount due other companies	$24,434 71	
By miscel. liabilities	134,370 01	
By am'nt due for exp. in March and prior	473,176 44	
		631,981 16
By earnings for three months, viz:		
From freights	$852,920 19	
" passengers	439,153 12	
" express matter	15,000 00	
" mails	23,475 00	
" rent of railway	21,250 00	
" rents	625 00	
" miscel. sources	6,777 20	
		1,359,200 51
By excess of joint earnings received by Cleveland and Pittsburg R.R. Company during the 3 months ending March 31, 1864, over and above their proportion thereof, per contract		12,647 18
By balance to credit of income account		642,128 24
		$21,842,424 32

* Included in the amount to cost of railway is $242,663 82 expenditures for construction and equipment of the railway for the three months.

Western Maryland Railroad.

The Westminister *Sentinel* says that the extension of this road to Hagarstown has been decided upon. J. S. Gitt Civil Engineer who some years ago made surveys from Union Bridge to Hagerstown, is there now for the purpose of making a careful examination of the various routes and will then make a location and lay the road on the best ground, let it take what route it may.

Chicago and Northwestern Railway.

OFFICE CHICAGO AND NORTHWESTERN RAILWAY COMPANY, CHICAGO, June 10, 1864.

Whereas, the Galena and Chicago Union Railroad Company and the Chicago and Northwestern Railway Company were, on the 3d of June, 1864, duly consolidated into one company, under the name, style and title of the "Chicago and Northwestern Railway Company."

And whereas the Board of Directors of said consolidated company have duly elected and appointed the following general officers, to wit:

WILLIAM B. OGDEN, President.
PERRY H. SMITH, Vice President.
GEORGE L. DUNLAP, Gen. Superintendent.
WILLIAM H. FERRY, Acting Director of the Galena Division.
GEORGE P. LEE, Treasurer.
HENRY TUCKER, Assistant Treasurer.
JAMES R. YOUNG, Secretary.
WILLIAM M. LARRABEE, Assistant Secretary.

Now, therefore, by authority and direction of the Board of Directors of said consolidated "Chicago and Northwestern Railway Company," notice is hereby given to all officers and employees of said company, and to all parties having business relations with said company, that the lines of road heretofore comprising the Galena and Chicago Union Railroad Company, and the lines of railroad operated by said company under lease or otherwise, and the lines of railroad heretofore comprising the Chicago and Northwestern Railway Company, together with all the property, assets and effects of said respective companies, having been consolidated as aforesaid into one corporation and company, under the management and control of one Board of Directors and of the officers above named; the orders and instructions of the said officers will be observed and respected accordingly. WILLIAM B. OGDEN,
President Chicago and Northwestern Railway Co.

SUPERINTENDENT'S GENERAL CIRCULAR.

Chicago, June 10th, 1864.

In pursuance to the general notice issued by the President, bearing even date herewith, I hereby assume general superintendence of the several lines now forming the *Chicago and Northwestern Railway*.

The railway will hereafter be divided into and operated as four divisions, designated as follows:

That portion between Chicago and Fulton, and Chicago and Freeport, including the *Fox River Valley and Beloit and Madison Line*, will form and be known as the *Galena* Division.

That portion between Clinton and Nevada (Io.) will form the *Iowa* Division.

That portion between Chicago and Fort Howard will form the *Wisconsin* Division.

That portion between Kenosha and Rockford will form the *Kenosha* Division.

The following officers have been appointed:

E. H. WILLIAMS to be Superintendent, and J. C. GAULT Assistant Superintendent of the *Galena* Division.

I. B. HOWE, Superintendent of the *Iowa* Division.

T. F. STRONG and A. A. HOBART, Assistant Superintendents of *Wisconsin* Division.

C. H. SPAFFORD, Superintendent of *Kenosha* Division.

CHAS. S. TAPPEN, Gen'l Freight Ag't.
EDW. P. CUTTER, Gen'l Ticket Ag't.
BENJ. F. PATRICK, Gen'l Pass. Ag't.

All rules and regulations either *special* or *general*, heretofore in effect upon the *Galena* or *Iowa* Divisions will be observed until changed or countermanded from this office.

GEO. L. DUNLAP, Gen'l Sup't.

☞ Mr. J. O. Quigley of the house of Quigley Brothers has been admitted to a membership in the New York Stock Exchange.

Dayton and Michigan Railroad.

The annual meeting of the stockholders of the Dayton and Michigan Railroad which is under lease to the Cincinnati, Hamilton and Dayton Railroad, was held recently at Dayton, when the annual reports of the officers were read and adopted. The earnings of the year ending May 31, were $768,246 20, against $663,705 55 for the year previous. The operating expenses this year were $423,746 99.

Directors.—S. S. L'Hommedieu, President, Cincinnati; R. M. Shoemaker, Vice-President, Glendale; R. M. Waite, Toledo; H. S. Conklin, Sidney; P. Smith, Dayton; D. McLaren, Cincinnati; Geo. H. Hill, Cincinnati; John Young, Cincinnati; John W. Hartwell, Cincinnati.

General Superintendent, Daniel McLaren; Secretary and Treasurer, F. H. Short; General Freight Agent, D. C. Henderson.

The report of Secretary and Treasurer shows a gross income for the year ending March 31, 1864, of	$768,246 20
Expenses amounting to	423,746 99
Leaving a balance of	$344,499 21
Out of this balance there has been paid for taxes, rents, insurance and interest on bonds	219,542 06
Leaving a net profit of	$124,957 15
These profits have been applied as follows:	
For construction	$6,004 15
Amount on account of trestle work	3,598 90
New locomotive and cars	93,529 90
	$103,132 95
Leaving a balance of	$21,814 20

Railroad Bridge Across the Mississippi.

The contract for the construction of the masonry—nine piers and two abutments—for the bridge of the Minnesota Central Railroad, about two miles above St. Paul, was let on the 7th inst., to Messrs. Reynolds, Saulpaugh & Co., of this city. The bridge is to be the same style as the one at this place, with a draw. The job of Mersrs. R., S. & Co., will amount to about $50,000, and is to be completed by June, 1866.

Mr. Thomas Saulpaugh will take his family with him to St. Paul, and immediately commence the work.—*Rock Island Argus.*

Franklin Branch R. R.

The business of the Franklin branch of the Atlantic and Great Western Railway is absolutely enormous. Although a year has not yet elapsed since its completion to this point, it has been forced to build additional Freight Depots, houses and platforms, so that the original space marked out for these purposes has become entirely too small. Around the depot is springing up feed and produce stores, groceries, hotels, shops—and a village generally. The track is now about completed to "the Point," preparatory to extending it to Oil City. In a few days oil shippers will be able to transfer their oil directly to the cars, a saving and a benefit to them, but a loss to the teamsters.—*Franklin Citizen.*

☞ The Pictou *Standard* says that Sandford Fleming, Esq., the Chief Railway Engineer has arrived at Pictou from Canada. Mr. Schriber, who has conducted the survey at the Truro end of the line, has also arrived, and will remain in charge of the Pictou end. Mr. Tremain, who has been in charge of the survey at Pictou, will proceed to Truro, and take charge there.

☞ The Cape Breton *News* says that engineers are now engaged in a preliminary survey of the projected Sydney and Louisburg Railway.

The Postal Order Bill.

The postal money order system just established by law, provides that no money order shall be issued for any sum less than one nor more than thirty dollars; and all persons who receive money orders are required to pay therefor the following charges or fees, viz: For an order for one dollar or for any larger sum, not exceeding ten dollars, ten cents shall be charged and exacted by the Postmaster giving such order. For an order for more than ten, and not exceeding twenty dollars, the charge shall be fifteen cents; and for every order exceeding twenty dollars, a fee of twenty cents.

Atlantic and Great Western Railway.

On the 20th inst., Mr. Kennard arrived with his palace car at Dayton on the newly laid track of the Atlantic and Great Western Railroad. The ceremony of driving in the last spike in this road was formally gone through with in presence of the prominent officers of the road and those of the Cincinnati, Hamilton and Dayton Railway. A large number of citizens witnessed the event. Among other distinguished guests were Lieut.-Gov. Sanderson and Gen. McCook. This line forms the connecting link between New York and St. Louis without break of gauge, a distance of 1,200 miles. It is rumored that on the 23d a train of cars will run without change from Jersey City to St. Louis.

Joliet and Chicago Railroad.

The following gentlemen have been elected directors of this company for the ensuing year: James Robb, G. A. Robbins, D. Willis James, John Crerar, A. C. Badger. Joseph Price, Secretary.

☞ The Willimantic *Journal* says that "work on the Boston, Hartford and Erie Railroad has been suspended for a few days past near Willimantic, and it is believed there is some difficulty with the Air-line folks, which needs to be adjusted."

☞ The earnings of the Rochester and Genesee Valley Railroad during the past year were $69,950 18—48 per cent. of which go to this company, and 52 per cent. to the Erie Railway Company, which has a lease of the road. The receipts of the year show an increase of 24½ per cent. over those of the previous year, and 53½ per cent. over 1862.

☞ We learn from the *U. S. R. R. and Mining Register*, that negotiations have been informally concluded for merging the Beaver Meadow Railroad Company into the Lehigh Valley Railroad Company. "By this consolidation of interests, the Lehigh Valley Railroad is extended to the Penn Haven and White Haven Railroad; also to the Catawissa Railroad; also to the Lehigh and Mahanoy Railroad. Hereafter the Lehigh Valley Railroad will control 74 miles of road from Easton to the Shamokin Valley and Pottsville Railroad, besides 16 miles of road from Penn Haven to White Haven; making altogether 90 miles of road."

Cleveland and Toledo R. R.

The following gentlemen have been elected directors for the ensuing year: D. N. Barney, A. H. Barney, H. Keep, and E. T. H. Gibson, of New York, John Gardner of Norwalk, Samuel Young and T. H. Hoag, of Toledo, and James Mason and T. P. Handy of Cleveland.

Induration of Iron.

The iron work of the new bridge at Blackfriars is to be indurated by a process patented by Messrs. Morewood & Co., and is alike important from the great cost which will be incurred, and the testing of a rather abstruse chemical formula for the preservation of iron from oxidation and decay. The process is as follows: "The iron is to be thoroughly cleaned, and heated to the requisite temperature in a furnace planned by the inventors. When this temperature is attained, it is to be plunged into a bath of prussiate of potash and chloride of potassium, in a molten state, so that when the iron is withdrawn it may easily part with surplus of the aforesaid chemicals, which should run off like oil. The iron is then to be dipped into boiling water, containing a certain proportion of cyanide of potassium; from thence it is removed to a bath for a final washing, and set up on end to dry. All the processes are to be carried on under cover, and before exposure to the atmosphere the iron is to be coated with an asphaltum paint twice, at given intervals; and again it is to receive two coats after fixing. Of course, all the necessary planing, drilling, and fitting is to be done preparatory to the indurating. The time the iron is to remain in the bath will vary from one to five minutes, according to the weight of the metal to be operated upon. The elaborate character of the process to which the contractor is rigidly bound, will account for the large sum to be expended in carrying out this part of the work; £4 per ton is allowed to the contractor for the induration and painting; Messrs. Morewood will receive from the contractor 5s. per ton as their royalty, which it is estimated will be £1,000. Thus £16,000 is to be spent in this effort to prevent oxidation, no greater proof of which, in its damaging results, can be offered than the case of the cleaning of the oxide (or rust) from the Menai Bridge from which has lately been removed above 40 tons of oxide of iron."—*London Mechanics' Magazine.*

Substitute for Gutta Percha.

At a meeting of the French Academy of Sciences M. Serres gave an account of the *Valata* a shrub which abounds in Guiana, and affords a juice which he asserts is superior, for many purposes, to gutta-percha, but especially as an insulating material for enveloping telegraphic wires. The milk or juice is drinkable, and used by the natives with coffee. It coagulates quickly when exposed to the air, and almost immediately when precipitated by alcohol, which also dissolves the resin of the Valata juice. All the articles made with gutta percha can be made with the sap of the Valata, and it has no disagreeable smell. When worked up it becomes as supple as cloth, and more flexible than gutta percha. M. Serres exhibited a number of articles manufactured of Valata milk. Up to the present time it seems, from M. Serres' account, not to have become an article of commercial export.—*London Artizan, March*, 1864.

Susquehanna and Tide Water Canal.

The Board of Directors of the Susquehanna and Tide Water Canal Companies have just made their annual excursion over their line of works, and report the condition of the Canal and the business upon it, as very satisfactory. The Susquehanna and Tide Water Canal form the chief outlet to the Atlantic markets, as the shortest and best route for the trade, of 486 miles of constructed canals. These arteries penetrate with their long lines the regions richest in mineral and agricultural wealth, and the greatly enhanced values of the commodities transported over these works, together with the impossibility of supplying the steadily increasing demand for such articles as coal, iron and lumber, gives the fullest assurance that the greatest capacity in the way of transit facilities will be required to get to the seaboard an approximate supply of these necessary staples. A new importance has been given to all inland navigation, which it has not heretofore enjoyed. The Susquehanna and Tide Water Canals cost for construction about four and a half millions of dollars. They are 45 miles in length, from Havre de Grace to Columbia, and have always had the reputation of being well located, not liable to injury from freshets, and to be among the best constructed works in the country. With the completion of the work of enlargement, some time ago commenced on the Pennsylvania Canal, and also of the North and West Branch Canals to give them a capacity equal to that of the Susquehanna and Tide Water Canal, a very large augmentation of business will be realized.—*Phila. Ledger June* 17.

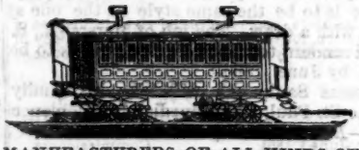
A Bridge over the Straits of Messina.

The Italian journals announces that it is contemplation to unite Sicily with Italy by a bridge, to be constructed on a new system. The chains will be made of cast steel, and strong enough to support the weight of several railway trains.

☞ The "Allegheny and Pittsburg Oil Co." is represented as one of the largest and most productive of the Oil Companies in this State. Its shares are almost entirely in the hands of a few of the heaviest capitalists in this city, Pittsburg, and Erie, and has never been on the stock market, being held in present hands for the very large per centage of profits which it already pays and promises to increase. There is no doubt vast wealth in the oil region of northern Pennsylvania and when capital is more entirely devoted to profit from the production of oil as in the case of the company here noticed, rather than profit from the formation of companies and sale of shares, we shall then begin to realize the wealth which the oil region manfestly covers.—*Phila. Ledger.*

☞ The New York Central Railroad Company are now paying off their 7 per cent. bonds of 1854-64 through the Bank of Commerce. We learn that the entire loan was provided for by private negotiation, some months ago, at the rate of 102@103 for new 6 per cent. bonds.

HARLAN & HOLLINGSWORTH & CO.,
WILMINGTON, DELAWARE.



MANUFACTURERS OF ALL KINDS OF
RAILROAD MACHINERY.
PASSENGER CARS of the **finest finish**, also all kinds of FREIGHT CARS, DUMPING CARS, HAND CARS, WHEELS and AXLES, STEEL SPRINGS, and in fact EVERYTHING for the **full equipment** of a road.
From our long **experience** in Car building, and our **facilities** for doing work, we are enabled to give ENTIRE SATISFACTION in every particular.
From our LOCATION, and CONVENIENCES FOR SHIPMENT, we can supply southern roads with dispatch, and ship at reasonable freights.
We are also extensively engaged in building IRON VESSELS and IRON STEAM BOATS, STEAM ENGINES and BOILERS and **Machine Work in general.** All orders executed with dispatch and on reasonable terms.

LEMUEL W. SERRELL,
SOLICITOR OF
AMERICAN & FOREIGN PATENTS,
NO. 121 NASSAU STREET,
NEW YORK.

THE NEW YORK CENTRAL RAILROAD CO.,
TREASURER'S OFFICE, ALBANY, May 16th, 1864.
Loan of $3,000,000--Due 15th June, 1864.
NOTICE IS HEREBY GIVEN that this Company is now prepared to redeem the Bonds of the above issue, on their presentation at THE BANK OF COMMERCE IN NEW YORK, at par and accrued interest.
JOHN V. L. PRUYN, Treasurer.

NEW YORK STEEL CO.
WAREHOUSE,
No. 71 JOHN ST., N. Y.
MANUFACTURERS OF
FROG BARS, POINTS AND PLATES
AND SPRING CAST STEEL.
—ALSO,—
Tool, Machinery, Cutlery,
AND SHEET CAST STEEL.
WARRANTED
EQUAL to THE BEST in the MARKET.
ORDERS FILLED AT SHORT NOTICE.
IRA HERSEY, Treas'r.

BRASS SWITCH LOCKS,
MARKED with initials of Road, with chains and keys. EXTRA LOCKS AND KEYS—when ordering Locks and Keys to match others, enclose key in letter.
WILLIAMS & PAGE,
67 Water street,
BOSTON.

TIRES,
LOWMOOR, BOWLING & SEMI-STEEL.
AXLES,
Kinsly Co., Bridgewater and Nashua.
For sale by WILLIAMS & PAGE,
67 Water, St., Boston.

COAL.
ANTHRACITE
AND
BITUMINOUS COALS
of all kinds.
QUINTARD & WARD,
11 Pine street, N. Y.

Marsh, Brothers & Co.,
STEEL CONVERTERS,
Cast Steel Refiners, Tilters and Rollers.
MANUFACTURERS OF
SINGLE AND DOUBLE SHEAR, RAILWAY, COACH,
SPRING GERMAN AND BLISTER STEEL.
ALSO
HARD CENTRE AND CORE ANNEALED STEEL.
LOCOMOTIVE SLIDE BARS,
PISTON RODS, ETC., ETC.
Ponds and Navigation Steel Works,
SHEFFIELD, ENGLAND,
AND
95 John st., New York.

ALSO AGENTS FOR
B. & S. H. THOMPSON,
Late WM. CHANCE & CO.,
GENERAL HARDWARE & IRON MERCHANTS,
BIRMINGHAM.

WALLKILL LEAD CO.
Capital, ... $500,000.
OFFICE, 170 BROADWAY.
Mines Located in Orange Co., on Erie Railroad.
LIVINGSTON SATTERLEE, President.
E. A. QUINTARD, Vice President.
W. A. SCOTT, Secretary.
DIRECTORS—Geo. B. Satterlee, E. A. Quintard, L. E. Rice, Julius A. Candee, L. Satterlee, E. A. Packer, Sam'l Banks.

OFFICE OF THE MARIPOSA CO., No. 24 Wall-st.

NOTICE is hereby given that at the drawing this day had of 25 bonds of this Company for redemption out of the Sinking Fund, the following were drawn, viz.: Nos. 13, 53, 63, 83, 88, 95, 99, 129, 168, 216, 234, 429, 459, 494, 594, 637, 772, 816, 891, 1068, 1187, 1335, 1357, 1364, 1489, and that the same will be paid in Gold on the 1st day of JULY next, on presentation at the office of the Company. Bonds must be presented for payment within ten days after the 1st day of July next, under penalty of forfeiture of the right of redemption under this drawing.

JOHN WATTS, Secretary.

New York, June 6, 1864. 4t-25

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO., NEW YORK, June 14, 1864

IN ACCORDANCE with a resolution of the Board of Directors of the Illinois Central Railroad Company, notice is hereby given to the holders of the canceled bonds scrip to present their certificates at the office of the Company, No. 21 Nassau-st., for conversion into the scrip stock of the company. L. A. CATLIN, Secretary.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO., NEW YORK, June 14, 1864.

DIVIDEND NOTICE.—The Board of Directors of the Illinois Central Railroad Company have this day declared a DIVIDEND OF FOUR PER CENT. free from Government tax, on the stock and canceled bonds scrip of the company, payable on the 1st of August next, to parties whose names are registered as the holders on the books of the company at the close of business on the 15th day of July next, and that the transfer books close of that day and open on the 3d day of August.

7t-25 THOMAS E. WALKER, Treasurer.

OFFICE OF THE CHICAGO AND NORTHWESTERN R. R. CO., No. 8 WALL STREET, NEW YORK, June 3d, 1864.

HOLDERS of the capital stock of the Galena and Chicago Union Railroad Company are hereby notified that, by the terms of consolidation of that company with the Chicago and Northwestern Railway Company, their stock is to be exchanged for stock of the Chicago and Northwestern Railway Company, as follows: One share of the Chicago and Northwestern preferred stock and one share of the Chicago and Northwestern common, with three dollars in cash, for each share of the Galena and Chicago Union.

Exchanges may be made, and the money received at once, at the offi of the Chicago and Northwestern Railway Company.

4t-24 H. H. BOODY, Agent.

THE THIRD NATIONAL BANK

OF THE

CITY OF NEW YORK.

Cash Capital, fully paid in,.....$500,000.

Is now open for business at

No. 5 NASSAU ST., NEAR WALL.

This Bank will receive subscriptions for the

TEN-FORTY LOAN,

principal and interest payable in GOLD.

The usual commission of one-eighth of one per cent. allowed to Banks, Bankers, and Brokers. Special attention given to the conversion of 7-30s into Government Six Per Cent Bonds. Bills of all National Banks received on deposit at par, and uncurrent money at the usual rates of discount.

C. V. CULVER, President.
J. WYMAN JONES, Vice-President.
C. N. JORDAN, Cashier. 3m-24

Fourth National Bank

OF THE CITY OF NEW YORK,

Capital, $5,000,000.

designated as a Depository and Financial Agent of the U. S.

Nos. 27 and 29 Pine Street,

(TWO DOORS BELOW THE SUB-TREASURY),

have on hand and receive subscriptions for the

TEN-FORTY BONDS,

convert the

SEVEN-THIRTIES INTO 1881 BONDS,

and attend to all business connected with the

GOVERNMENT LOANS.

Parties can avoid the inconvenience of addressing Government by applying at this Bank.

MORRIS KETCHUM, Pres.
D. W. VAUGHAN, Cash.

Manhattan Oil Company,

Office, No. 16 Broadway, NEW YORK.

JAMES M. MOTLEY, Vice Pres't and Treasurer.

MANUFACTURERS OF

MASON'S SPERM OIL,

AND DEALERS IN

SPERM, WHALE, LARD AND OTHER OILS,

For Railroads, Steamers, Machinery and Burning

NOTICE TO SHAREHOLDERS

OF THE

Pittsburgh, Fort Wayne and Chicago Railway Co.

THE UNDERSIGNED, commissioners, authorized to sell thirty-five thousand new shares of the capital stock of said company, by joint vote of the shareholders and bondholders, for the purpose of constructing a double track, procuring additional equipment, &c., now propose to sell thirteen thousand shares of the same as follows:

They propose to issue to the shareholders, who stand registered as such on the books of the company at 2 o'clock P. M., of the 10th of this month, one share for each five shares then standing in their name at the par value of $100 for each share.

Books of subscription will be opened at the office of Winslow, Lanier & Co., No. 52 Wall street, on the 11th of June, and kept open until the 20th of June, at 3 P. M., where each shareholder can call and subscribe, or signify his wishes by letter, addressed to J. F. D. Lanier, Chairman. The new shares thus subscribed for will bear dividend from the 1st July proximo.

Payments will be required as follows: One-fourth on the 21st June, on notification of acceptance; one-fourth on the 15th July; one-fourth on the 15th August, and one-fourth on the 15th September.

Transferable stock scrip will be issued, redeemable in full-share certificates on final payment of the installments.

Non-compliance with any of the conditions of this subscription subjects to forfeiture any payments made thereon.

This stock is mainly to pay for iron rails, rolling stock, &c., already advantageously purchased. The high price of labor and the great difficulty of procuring the same, and the enhanced rates for all materials, in the opinion of the chief engineer and the chief executive officers of the company render it altogether improbable that any further amount of the stock will be offered during the present year.

If a further amount can be economically expended in increasing the capacities of the line this year, the company will probably have other means to meet the same.

The commissioners reserve the right to extend the time of subscribing to non-resident shareholders, who may desire to avail themselves of the benefits of this notice, on such terms and conditions as the commissioners may impose.

The commissioners, also, reserve the right to dispose of at their discretion, for the benefit of the company, any of the shares not taken by shareholders under this notice.

J. F. D. LANIER,
S. J. TILDEN,
J. EDGAR THOMSON,
SPRINGER HARBAUGH,
L. H. MEYER,
Commissioners.

NEW YORK, June 1, 1864.

BAIRD'S PATENT

Incrustation Preventer,

AND REMOVER

FOR STEAM BOILERS,

In either Salt or Fresh Water. No invention connected with Steam Power combines so many advantages as this. The economy in fuel alone, from its use, repays the cost of the preventive. Certificates from Engineers and owners of Steam Boilers, at sea and on shore, can be seen at the office of

JAS. F. LEVIN,
23 Central Wharf, Boston.

MERRITT & WALCOTT, 69 Courtlandt Street, New York. 29 Front Levee, New Orleans.

THE PEOPLE'S GOLD AND SILVER

MINING COMPANY,

AMADOR COUNTY CALIFORNIA.

CAPITAL, $500,000.

Incorporated under the laws of the State of California

TRUSTEES.

WILLIAM HEFFLEY, FRANK T. ALLING,
JOHN B. PILKINGTON, SAMUEL NEWELL,
HENRY A. REED.

WILLIAM HEFFLEY, President
SAML. NEWELL, Secretary.
JAMES M. PATTEE, Treasurer.

Shares, five dollars, no assessments. Office No. 8 Pine Street, Room No. 4.

D. L. M. MOORE, Agent,
At the Office of the Company.

U. S. 10-40 BONDS.

These Bonds are issued under the Act of Congress of March 8th, 1864, which provides that all Bonds issued under this Act SHALL BE REDEEMED IN COIN, at the pleasure of the Government, at any period NOT LESS THAN TEN NOR MORE THAN FORTY YEARS from their date, and until their redemption FIVE PER CENT. INTEREST WILL BE PAID IN COIN, on Bonds of not over one hundred dollars annually and on all other Bonds semi-annually. The interest is payable on the first days of March and September in each year.

As these Bonds, by Act of Congress, are

Exempt from Municipal or State Taxation,

their value is increased from one to three per cent. per annum, according to the rate of tax levies in various parts of the country.

At the present rate of premium on gold they pay

Over Eight Per Cent. Interest

in currency, and are of equal convenience as a permanent or temporary investment.

It is believed that no securities offer so great inducements to lenders as the various descriptions of U. S. Bonds. In all other forms of indebtedness, the faith or ability of private parties or stock companies or separate communities only is pledged for payment, while for the debts of the United States the whole property of the country is holden to secure the payment of both principal and interest in coin.

These Bonds may be subscribed for in sums from $50 up to any magnitude, on the same terms, and are thus made equally available to the smallest lender and the largest capitalist. They can be converted into money at any moment, and the holder will have the benefit of the interest.

The Funded Debt of the United States on which interest is payable in gold, on the 3d day of March, 1864, was $768,965,000. The interest on this debt for the coming fiscal year will be $45,937,126, while the customs revenue in gold for the current fiscal year, ending June 30th, 1864, has been so far at the rate of over $100,000,000 per annum.

It will be seen that even the present gold revenues of the Government are largely in excess of the wants of the Treasury for the payment of gold interest, while the recent increase of the tariff will doubtless raise the annual receipts from customs on the same amount of importations, to $150,000,000 per annum.

The authorized amount of this loan is Two Hundred Million Dollars. Instructions to the National Banks acting as loan agents were not issued until March 26, but the amount of Bonds reported sold at the United States Treasury is over

$70,000,000.

Subscriptions will be received by the TREASURER OF THE UNITED STATES at Washington, and the ASSISTANT TREASURERS at New York, Boston and Philadelphia, and by the

First National Bank of New York, No. 4 Wall Street.
Second National Bank of New York, 23d St. & Broadway.
Third National Bank of New York, 5 Nassau street.
Fourth National Bank of New York, Pine Street.
Fifth National Bank of New York, 335 Third Ave.
Sixth National Bank of New York, 6th Ave. & Broadway.
Ninth National Bank of New York, 363 Broadway.
Tenth National Bank of New York, 240 Broadway.
New York National Exchange Bank, 184 Greenwich St.
Central National Bank of New York, 71 Duane street.

AND BY ALL NATIONAL BANKS

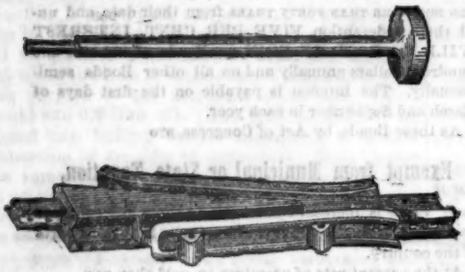
which are depositaries of Public money and all

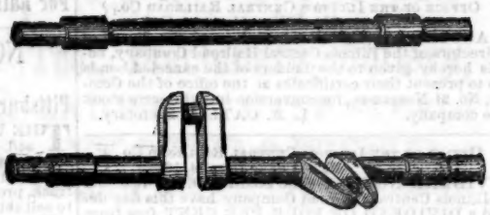
RESPECTABLE BANKS AND BANKERS

throughout the country, (acting as agents of the Natio Depositary Banks,) will furnish further information application and

AFFORD EVERY FACILITY TO SUBSCRIBERS.

CAST STEEL.





MANUFACTURED BY

NAYLOR, VICKERS & CO., SHEFFIELD, ENGLAND.

CAST STEEL TYRES WITHOUT WELD,

Reversible Crossings and Frogs, Disc Wheels, Pistons and Piston Rods without weld, Crank and Straight

AXLES, AND EVERY DESCRIPTION OF STEEL FOR RAILWAY PURPOSES.

STEEL CROSSINGS have been in use more than three years with very little perceptible wear, in places where the ordinary ones had to be replaced every four months. They have been estimated to be good for ten years in the worst places.

THE **"VICKERS" TYRES are in constant and extensive use on almost all** the Railways in Great Britain, and also on many roads in other parts of Europe. Their chief advantages are:—1. Their Durability: they will outlast any Iron Tyre without being turned, and for this reason are cheaper than Iron Tyres (free of cost). 2. Their Safety: being without a weld they are not liable to break, and Steel is proved to be a stronger and tougher metal than any other. 3. Their Uniformity they do not wear in flat places nor "laminate." 4. They are not injuriously affected by frost, and are guarantied to stand the severest climate.

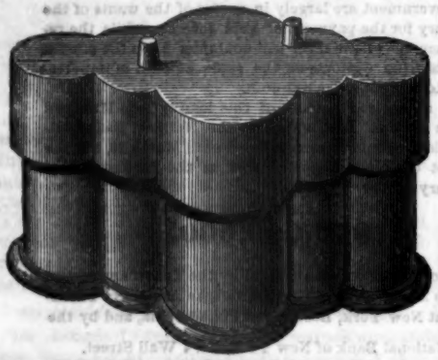
STEEL AXLES will be found economical, because they may with safety be made much lighter than those of Iron. They will wear longer and "smoother," and will consume much less oil; nor are they liable to granulate from constant use.

For CIRCULARS, GIVING FULL PARTICULARS AND TESTIMONIALS, PRICES, etc., apply to **NAYLOR & CO.,**

421 Commerce street, Philadelphia; 99 John street, New York; 80 State street, Boston.

UNION CAR SPRING

MANUFACTURING COMPANY.

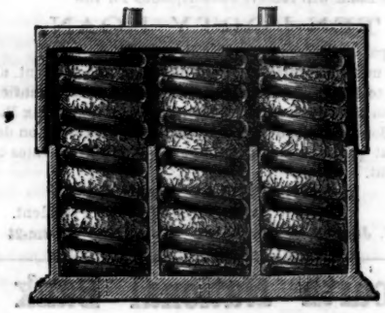


Office, 132 Broadway,

MANUFACTORY,

286 and 288 SEVENTH AVENUE,

NEW YORK.



CHARLES BUTLER,
President.

THOMAS BOND,
Treasurer.

JOHN HALDEMAN,
Superintendent.

MANUFACTURED solely by the "UNION CAR SPRING MANUFACTURING COMPANY."

This Spring is made by placing Steel Spiral Springs packed with wool in the inside only, in a casting with cylindrical apertures or cells just large enough to receive the filled spirals, with a cap or cover fitting over and outside the casting.

Size and capacity can be varied so as to give any amount of elasticity, or, any amount of carrying capacity.

These Springs have been examined by many of the leading railroad experts of the country and in every instance with unqualified approval.

Springs that were rudely made before our manufactory was in operation are running with a satisfactory success on important roads. A set of Freight Springs imperfectly made and tempered were placed by the Penn. Central under their heaviest Freight Locomotive tender on the mountain division of their road, and gave entire satisfaction. They placed another set on one of their Freight Cars, which with its load made a total weight of 32,000 pounds and still left a motion of half an inch.

Most Railroad experts agree in the opinion that they have no spring which meets their wants. One spring which has great softness, has almost as much lateral motion as vertical; is rigid in cold weather, and short lived. Another spring which has life, has so much rigidity as to wear the roadway and rolling stock as much or even more than the twisting which follows the combination of an excessive lateral and vertical motion. Springs of other combinations must be made rigid in order to preserve their component parts.

We believe we have succeeded in avoiding these objections and can offer a spring, which while it is elastic, will have great range of motion, with a direct vertical action, and durability.

Wool is one of the most indestructible of elastic substances, and has an elasticity which cannot be entirely exhausted with any weight which can be placed on a car, and yet, the back-bone of the Spring is the Steel Spirals.

The impossibility of exhausting with any usual load the column of wool in the spiral, prevents the Spirals coming home, and bringing steel against steel, which by causing crystallization, destroys the steel. The wool is packed in the coils by a powerful press, or it would be of no service.

Our springs are light in weight and easy of adaptation, as they can be placed where any other spring can be placed, and besides, they have that which is only acquired elsewhere by placing two or more springs together, viz: breadth of base.

We ask, when it is possible, an inspection of our works, as we feel convinced that an examination there will prove the superior merit of our Springs, and the perfection of our process.

We ask that you shall order one set, at least, and judge for yourself by personal test, and if you have bolsters under your tenders, make the test there, as it is the most severe.

The excellence of our Spring, its ease of adaptation, its meeting the great want expressed by railroad men that their freight cars should be carried by elastic springs both to save roadway, rolling stock, and *to carry freight in nearly as good order as it can be carried by water*, together with the *saving* in motive power by drawing a *lively* load instead of a *dead* load, will commend our Spring to your attention.